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OCTOBER 1956

AIR-COOLED NEWS

PUBLICATION OF

THE H. H. FRANKLIN CLUB

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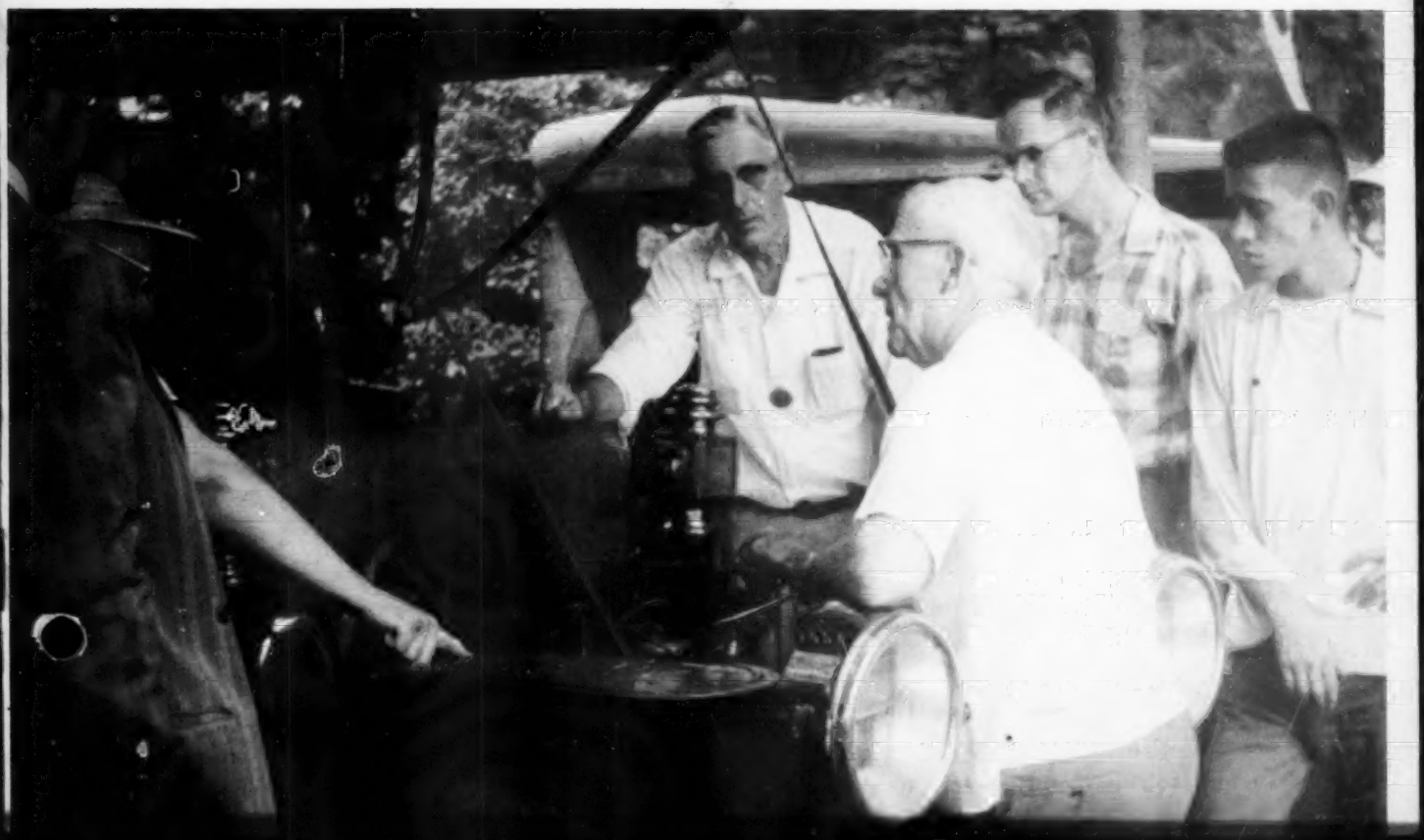

AIR COOLED NEWS

VOL. IV, No. 2 — PUBLICATION OF — OCTOBER 1956

THE H. H. FRANKLIN CLUB

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The scene on our cover has been reenacted, time after time, at each of the Treks. Each year a galaxy of the best Franklin experts alive are gathered at the Trek and many a good car has sailed home in high spirits after limping into Syracuse. These men, all of them, manage to find any car that is not doing too well and, needing no urging from the owner, they concentrate their varied skills so that no member need face a dreary trip home with an ailing Franklin. Just one more mighty nice feature of our annual homecoming.

The November 1953 issue of AIR COOLED NEWS included an excellent and very exhaustive story of the controversial AIRMOBILE, designed and built in 1937 by DOMAN & MARKS. At the TREK we acquired several fine and hitherto unpublished pictures of this interesting experiment, they are reproduced elsewhere in this issue.

We might fairly be called reactionary in much of our thinking, we liked Senator Robert Taft but thought that he leaned too far to the left for our taste, we believe that a well designed wheel is a beautiful object and that four of them, out where they may be seen, should grace the corners of an automobile, that an automobile should have running boards, should not look like a disappointed beetle as most all cars do today, and should be controlled by the driver instead of the drawing boards of Detroit. With such an unprogressive way of thought it is not possible that we would have really liked the AIRMOBILE. BUT it is a wonderful example of the uninhibited thinking that has brought us so much and is still carrying us on. Some sober and unprejudiced study of this car will reveal much very advanced engineering, and remember this is no 1958 dream car but was developed nineteen years ago! Our own clinging to the traditional and conservative in no way lessens our admiration for the engineering skill and vision of Carl Doman, Ed Marks, Fran Savage, John Burns, Harry Pettitt and the others who, steeped in the Franklin tradition of innovation, brought forth this unique car.

Doman states in his original story that it was the desire of the designers to develop this car into a four wheeled, rear engined vehicle. Tom Hubbard dropped in for his promised visit while we were dtudying over these pictures and the story of the car. He was struck by the similarity between the proposed four wheeler and the remarkable V-W. We spent quite a few hours speculating on what might have been the outcome if Doman and his associates had been enabled to setup the design as they wished and if they had, perhaps, been fortunate enough to have had a different source of finance. It did not happen, and that is that, but it is interesting to consider what a different story it might have been under better circumstances.

We are not one of the founders of this Club. We became interested in old cars a half dozen or so years ago, our long submerged interest in Franklin was reborn and we entertained the vague idew of trying to dig out Franklin history and get it down, but it was only something we would start "sometime", then we saw advertisements by Tom Hubbard and George Boyer in the same issue of ANTIQUE AUTOMOBILE seeking help on writing the history of Franklin. That same year we met Dr. Boyer and also received the first issue of AIR COOLED NEWS. This was the medium, and these were the people who could and would get the Franklin story written, not some single and inadequate book but a live and continuing journal.

In the begining, we believe, it was the thought of the several founders merely to provide a means of recording the story of a fine car. This is still a main objective. However some of us later arrivals believed that the Club could become in reality a fine organization of Franklin people rather than merely the parent of the historical research that motivated it at the start.

The concept of the organization was changed to bring it more nearly into the conventional pattern. The strides were startling in the first year or two, we had set our goal as a "firm hundred and fifty" and doubled it in that first year. Now we have no definate goal except to bring in all possible Franklin people.

Three years ago two of us dreamed up the idea of the Franklin Trek. We did this with much misgiving, probably not over a dozen members knew each other, it could easily have been a dismal flop with people sitting around in tiny groups, bored to death. We reckoned without that unexplained ingredient that is Franklin! Within hours it was a group of old friends and has continued so through three Treks.

During the first two Treks we were considerably involved in the planning but this year it was in the hands of an entirely new group and any words of praise will not carry an undercurrent of chest beating. To those who were there any congratulations to Ken Barton, Dick Wright, Vi Hosler and the rest of the committee will seem inadequate, to those who were unable to attend any of the Treks it may seem only the usual perfunctionary acknowledgement of their efforts. The Trek and the Club is hard to understand and harder to try to explain. To all of us who have attended these affairs there is a spirit, a rapport something, that defies simple explanation. Considered unemotionally Franklin was a fine automobile but only one of many such superior cars produced through those same years, yet could any other car produce such an organization as ours? We think not.

(Continued Page 2)

THE FOURTH TREK, AUGUST 16 - 17, 1957, SYRACUSE, N. Y.

After the Smoker we stayed on, well into the little hours, with Hubbard and Dick Wright talking over this Trek, the Next Trek, Franklin in general but most particularly we discussed the idea of a Franklin Museum in Syracuse that had been broached earlier in the day. The thought had already been given some substance by the generous and immediate offer of several later cars by Karl Feather. Dick felt that the Society could give proper storage to any cars that might be acquired and could, somewhere in the furute, provide real display facilities for such collection of cars and other Franklin objects that we might acquire.

The idea should be fascinating to all Franklin people, and it can be done. At present there is no organized plan for such a project beyond our mutual agreement that, due to the vagaries of time, such a collection should be sponsored by the Club but should be titled in the financially and legally sound Society so as to assure the ultimate security of the collection. We hope that this brief mention may produce much interest and many good ideas. There should be such a central repository in Syracuse so that the Franklin story may never disappear into oblivion. How much better it would be to will a fine Franklin to this collection than to have it go to unsympathetic hands under an auctioneer's hammer. Or perhaps some may be able to match Father's fine gesture. If not a car possibly an engine. or any other object that helps tell the story. We might make our first objective the acquisition of an example of each basic hood period, the Cross Engine, the Round Hood, the Renault Hood, the Flat Hood, the DeCausse and so on. These cars along with the wonderful collection of pictures the Society now has, plus the hundreds of advertisements and pictures we should acquire could be the foundation of a matchless museum, preserving for all foreseeable time, the greatness of Franklin. Ambitious? Yes, but why not?

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Everything about Franklin, the car, the company and even the owners, somehow seems just a little different from all others. It is right hard to define just what it is, perhaps it is dignity, the dignity born of good breeding not the confused pomposity that sometimes passes for dignity; perhaps it is just the adherence to soundness without frills. Whatever it is the Club that carries on its name has intuitively followed the same principles. From its inception it has been the idea of those carrying on the Club affairs that anything we do shall be done well, we are not a large club and never will be by comparison with the major clubs, but what we have done we *have* done well, our annual Trek suffers nothing in comparison with any car events except in size, we have attended many old car events and have yet to see one better carried out than our own affair. Under Hubbard we have developed a superior magazine that this editor humbly hopes to carry on, we have, due mainly to fortitious circumstances, a car emblem that carries on this idea of quality, again our club jewelry is in keeping with the main thought. We have only one major prize, and again we have tried to make this one in good taste rather than merely expensive, which we could not afford anyway. We believe that this unostentatious quality of every phase of the club, along with the friendships that have developed and the seemingly utter lack of serious rivalry for recognition are among the charms that make our club outstanding.

The awarding of attendance car plates at meets, big and little, has reached such a point of saturation that they have become largely meaningless. We once entered two antiques in a certain Eastern Meet but at the last minute had to switch to the family Dodge, in due time we were solemnly presented *two* plaques for our 1948 Dodge!

The matter of plates for the Trek has been considered each year and each year in turn it has been rejected for just those reasons, whatever we do in this Club or at the Trek must be done well. We cannot compete with the larger clubs in size but we most definitely have competed with them in standards. That we must continue.

At this year's Trek we were given an idea that pleased us very much. It was presented in full blown plan and we heartily urge its adoption without any modification.

The originator of this thought is fully appreciative of the standards we have set, which in their turn are but a continuation of those set by the car itself and its makers.

The proposal is that we should award a car plaque for the Trek but under such circumstances that it would have much meaning. A plaque to be awarded to each and every Club Family who complete *five* Treks, consecutively or otherwise, whether in the same car or regardless of how they attend. Remember the slogan, "Come in a FRANKLIN if you can, but COME if you have to walk". That slogan means just what it says, the loyalty of those who attend, no matter how, is what has built up the Trek and the Club. Certainly there is as much loyalty evinced by those who will fly in from the West as one who will drive a Franklin from a nearby town. The thought of the sponsor of this idea is that we are mainly Franklin families and our loyalty should be recognized by an award to the family Franklin, which worthy car should not suffer because a member of the family cannot attend any particular year.

The award itself to be a well executed silver car plaque, in keeping with the quality of our jewelry and our emblem. We heartily approved of this idea, let us adopt it and, above all, let us not cheapen its value as an award by any suggestions that the required years be lessened. Those of us who may eventually display such a plaque can feel that it is not just a "Souvenir of Atlantic City", but that it is indeed in the Franklin tradition.

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We mentioned elsewhere that the original objective of the founders of this organization was the recording of the history of Franklin. It remains one of our chief purposes. This magazine is the principal medium through which we are carrying on this objective.

It is our intention to try to bring to this magazine all possible facts of the story. We are trying to draw together, from any source available, bits of knowledge about the cars, about the men who played parts, big and little, in the whole story. Our appreciation goes to all those who have helped furnish this information and to those who are now working on this or that part of the story.

We have drawn largely upon the time and good nature of one particular man. A man who, for many years, was a most active participant in the development of the car, an accomplished engineer who leavened his science with a profound appreciation of the men about him and their place in the story. That this same man should be gifted with the rare ability to write well and understandingly can be counted among the blessings of the Club.

It is our unrelenting intention to work this man to the last drop of knowledge he can furnish us, we deeply appreciate what he has already done for us but we are not going to let up on him now!

Carl Doman, we all thank you.

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We have just received word from President Condit that an amendment to the By-Laws providing for the formation of Regions has been approved. It is suggested that all members interested should communicate directly with the Secretary's Office at 1826 Gregg Street, Philadelphia 15, Pennsylvania for a copy of the amendment.

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Despite McCray's article and our pleas in the last issue, despite our urgings at the meeting and dinner in Syracuse, exactly three people sent us any photographs of the Trek. Fortunately these contained some very excellent ones or this issue would be as bare as the last one. Surely you have enough interest in the magazine to help a little.

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PLEASE send in changes of address. We have had an even dozen copies of ACN returned which means just that many disgruntled members who will probably drop out in disgust next year. In each case we wrote to other members living nearby in the hopes we could locate these people. Even this effort adds much to the already large amount of time that we have to devote to Club business. SO PLEASE DO NOT LEAVE IT UP TO US TO TRY TO LOCATE YOU. Ed.

The Franklin Trek

Somewhere I have heard that affairs of this nature invariably follow a pattern, organized one year, show rapid growth the second year, slump badly the third year and then rapidly deteriorate and fade out in another year or so. If this is so then the Trek is stubbornly refusing to cooperate, for this year, the third, our affair was definately better then the two previous ones. In numbers there was no great change, yet a registration of near twenty percent of the membership, which we had by last year, could hardly be expected to show too much gain. In cars there was a slight increase, Cliff Boram counted thirty one Franklins at Indian Isle, but a great improvement in both variety and quality of restoration. We had Franklins from 1905 to 1934, including a 1900, 1910, 1912, 1913, 1914 several in the later 'teens and some truly beautiful examples of the 1920 to 1934 period.

This year the Trek Committee was composed of all Syracuse members, the advantages of this idea should be apparent to all who were there and it is hoped, and understood, that this same committee will "put the show on the road" again in 1957.

An appreciable number had rolled in by noontime of Thursday and the time was spent enjoyably in reunions of the older Trek crowd and the getting acquainted with the newer arrivals as the day wore on. Most of us spent much of the day around the garage admiring each newly arriving Franklin. We had luncheon and dinner that evening in smaller groups in the Coffee Room and then most all gathered in President Condit's room for a long, long session, a small amount of business and a large amount of just talking Franklin.

Friday morning was given over to registration, which was exceptionally well handled this year. Full Trek packets were already made up and contained all necessary tickets and information. All you had to do was report your name at the desk and it was done! Full printed programs were available as well as the attractive recognition buttons of last year, and name plates that were definately readable.

The Annual Meeting got under way in early afternoon with President Condit presiding. As the Secretary had not yet arrived Mrs. Theodore Mickle was elected to serve pro tem. This was a most fortunate selection as Mrs. Mickle is a legally trained secretary and has provided us with the most complete and accurate minutes we have ever had. Fred Pommer, Chairman of the Nominating Committee, reported the results of the voting for members of the Advisory Board, Maynard Buchanan, Omaha, Nebraska; Karl W. Feather, Baltimore, Maryland; Howard S. Franklin, Newark, New York and W. Fenton Meredith, Youngstown, Ohio (In amiment) were declared elected. These new Advisors will take office on January 1, 1957.

Henry Courten mailed in an interesting report of the activities of his department, the Information Center. In addition to an ever increasing file of information he has answered directly over fifty inquiries from members within the few months the department has been operating. The success and value of this work brought about a lengthy discussion which resulted in the tentative formation of still another service. Kenneth Schultz, with the collaboration of two new and enthusiastic members, Robert Kennedy and William Johnson, are planning to setup as complete a file as possible of all cars for sale or wanted and a like file on parts under full coordination with Henry Courten's department. Mr. Schultz will then make up an addressograph file of all members and from time to time will get out bulletins on cars and parts and other matters supplementary to ACN. This setup is, of course, only in process of organization at the present time and there will be more detail on it later. If it works out as intended it should be of great service as it will reduce the inevitable long period of time required to search out these items through the columns of ACN.

Someone, I cannot remember who, brought up the thought of a possible Franklin museum in Syracuse. This brought on much discussion, apparently all favorable, but no attempt was made to take any direct action at the meeting. Dick Wright indicated that any collection assembled by the Club could find safe harbor at the Historical Society's building. There was one concrete step taken toward its accomplishment, Karl Feather immediately offered to donate several of his cars to such an historical collection.

This year the regular Smoker was held at the home of the Onondaga Historical Society. The only fixed program was the showing of movies and slides. The movie was an old one showing the reception to Charles Lindbergh in Syracuse, a little startling to realize that it was almost thirty years ago! The slides were a new collection that had been worked up by Dick Wright and were explained by John Burns. Dick gave a solemn and straightfaced talk on the little known fact that there was once a water cooled Franklin and, after about half the audience was convinced that there was some truth to it, he showed the "proof" on the screen, a Franklin that had driven off the bank somewhere into a river, even then that Franklin tried valiently to be true to the cause, as almost all the hood was out of water! The rest of the evening was spent consuming cokes, beer and some exceptionally delicious cheese, the while talking about most everything and admiring the many exhibits of Franklin lore that adorned the quarters.

Last year the take off from the garage for the luncheon run must have set a new record for all car events as the last car left that garage just five minutes after the time set for departure. We did not break this record but it was still well handled with Tom Hubbard as Marshall, greatly helped by Ken Schultz whose parade ground bellow could be heard above anyone's engine. This time the Sheriff's office provided the leadership and a throughly good job they did. The trip was to Brewerton, about fifteen miles, where we were all assembled on Indian Isle, the home of member Charles Denman. This was the best setup we have ever had, a private island of an acre or two, approached by a narrow bridge and well guarded so that no modern car could get on the island. Fred Johnston, the Provost Marshal of the day, confesses that to his consternation he discovered a painfully modern Cadallic right in full view, but he managed to get it hidden away in a corner somewhere so that there was no outright scandal. Mr. Denman, our host, is a well recognized archeologist on the staff of the Oswego Museum, as well as a car collector of note, whose three score cars include three of THE make. The island is an ideal home for a man of both tastes, at the time the house was built many Indian skeletons were unearthed. Mr. William A. Ritchie, state archeologist, spoke of it as "one of the most extensive deposits of human prehistory known in northeastern North America."

The site of the Indian burials extends along both sides of the river. The island was favored as there was a ford between it and the lake. Whatever its past may have been it is no burial ground now, the Denmans are most strenously alive and turned over the whole place, their home and all to the Club in conjunction with a joint local meet of the Oneida Lake Antique Automobile Club, some of whose members belonged to both Clubs. From the Denman's we walked a few hundred yards to an excellent restaurant and enjoyed a wonderful buffet luncheon, then back to the island for an hour or so of browsing around before the stentorian voice of Schultz sent everyone scurrying to their cars for the return voyage. When we were, maybe, half way back to Syracuse it started to rain pretty thoughtfully and suddenly we were into a regular cloudburst.

The motorcycle men were about drowned out and in no time the caravan degenerated into a rabble that found its way into town the best way it could. But the shelter of the garage and possibly a bit of personal refueling put everyone into a good mood again and raring to go for the evening's coming events. It was an unscheduled demonstration of watercooling of Franklins, but they all took it in their stride with one lone exception, which, it is rumoured reached the garage behind a Porsche, and minus its previous fair passenger.

Plenty of time to clean up and then to the cocktail party at the hotel which party just sort of gradually melted into the banquet. Chape immediately introduced those at the head table, which is a good idea, saves going through the dinner wondering who all those yokels might be. The dinner and expecially the service were what we have come to expect from our hotel. With the coffee the President announced the new officers for 1957, W. Chapin Condit to succeed himself as President, Henry C. Courten of California as Vice-President and the present incumbent, Stanley D. Wilkinson to again serve as Secretary and Treasurer. Chape also announced three new Honorary Members elected at the Board meeting Thursday night; Miss Stella Tague of Syracuse who was with Mr. Franklin since 1901 and within a few years thereafter became his own secretary never leaving him as long as he lived; Miss Gladys Bliss, also of Syracuse, a cousin and Mr. Franklin's hostess for long years. Neither of these new members were present, Miss Tague was away and Miss Bliss had the misfortune to break a hip, both of these women had a very active part in the story that is Franklin. The third Honorary Member is Mrs. Clayton S. Carris, widow of "Clean Score" Carris, well known endurance driver and a member of both Transcontinental teams, a man whose exploits and later business abilities did much to carry the banner forward. We were pleased that Mrs. Carris was able to be there, in fact she was with us throughout the whole affair, not even missing the cloudburst which she rode out in an open car. Mrs. Carris responded with a few too short remarks upon being presented to the assembled club.

OUR HOSTS

John Burns, Chairman of Awards Committee, then presented the various class awards and the "Best in Show" plaque to the Earl Buchmans for their 1909 "H" Runabout, whereupon Chape, who had been busily talking with Mrs. Carris and paying no attention to Burns' remarks, got on his feet and duly announced that the next order of business was "the awarding of prizes"! Earl Buchman told an interesting anecdote concerning the delivery of his car (?) and then Johnny Burns was called upon for a story or two. Johnny protesting that he had nothing of interest to say and then regaled us once more with a few wonderful bits from the past.

The final speaker of the evening was our own Carl Doman whose address was titled, "Where have we been, where are we, where are we going in the automobile industry?" We regret that this splendid talk, covering the so many ways in which Franklin cars and Franklin people have contributed to the automobile as we now know it and as it will probably develope, is much too long to print in full in these pages and much too worthy to think of trying to cut to fit limited space. I cannot pass it by entirely without at least quoting the preface and the end. "Good evening, Franklin friends. When Ken Barton phoned me a couple of weeks ago about speaking to you tonight, he suggested that I not include anything concerning Mr. Franklin. I agreed, but immediately wrote him a letter that it would be impossible to speak unless Mr. Franklin's activities were included, as his life was such an intimate part of the automotive industry. So tonight remember that back of every word I utter is the influence of Mr. Franklin. If he had never existed, we wouldn't be here tonight to honor him and the world would have suffered a great void..... Each one of you, by your interest in the Franklin Club, and demonstrated by being here, is assisting in the perpetuation of the automobile industry as well as all industry. Thanks for giving me all this time. Goodnight."

After a few announcements, chief of which was that the Fourth Trek would be held in Syracuse next August, the dinner and the Third Trek came to an official if reluctant end. Then only the usual small groups, reluctant to break away, the departures and good bys next morning. It was over.

Already much planning was underway for the next one, the Fourth Trek should surpass the past three. So, in '57, come in a FRANKLIN if you can, but COME if you have to walk!

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Mr. and Mrs. Al H. Amick, Miles S. Amick, Ronald M. Andrew, Mr. and Mrs. Kenneth F. Barton, David Bausch, Clifford W. Boram, Dr. Frank R. Boyer, Dr. George S. Boyer, Mr. and Mrs. Earl Buchman, John L. Burns, Alan Burr, Mr. and Mrs. W. Chapin Condit, Douglas Condit, William Condit, Rollin S. Craig, Mrs. Elmer L. Craig, Alan Q. Dickson, Mr. and Mrs. Carl T. Doman, Dr. and Mrs. Robert T. Eckert, Thomas L. Eckert, Karl W. Feather, John C. Fellers, Mr. and Mrs. John Carl Foster, Jr., Miss Daisy R. Foster, Howard S. Franklin, David Doman, Mr. and Mrs. William G. Gewand, Miss Georgianna Gewand, Mr. and Mrs. Ernest H. Gunther, Francis E. Gunther, Richard T. Hall, Mr. and Mrs. Edward Hinman, Jr., Miss Violet A. Hosler, Thomas H. Hubbard, Harold M. Jenkins, William Johnson, Fred S. Johnston, Raymond M. Keeler, Robert R. Keeler, Robert J. Kennedy, Jr., George O. King, Pern I. King, Donald Kitchin, Jr., Mr. and Mrs. John Lucchesi, George Macauley, Mihran S. Melkonian, W. Fenton Meredith, Mr. and Mrs. Theodore A. Mickle, Harry M. Moore, Floyd M. Parke, Mr. and Mrs. Frederick J. Pommer, Phillips B. Quinsler, Jr., Mr. and Mrs. Nelson P. Reynolds, Mr. and Mrs. Ray W. Rodgers, Mackey Rodgers, Mr. and Mrs. Robert Ryan, Mr. and Frs. F. Kenneth Schultze, Burton F. Smith, Mr. and Mrs. Charles E. Smith, Mr. and Mrs. Charles R. Smith, Mr. and Mrs. Albert L. Walker, Richard Wells, Mr. and Mrs. Stanley D. Wilkinson, Jr., Fowler Wilson, Mr. and Mrs. Richard N. Wright II, John Wright, James A. Zimmer, Robert Moore, Mrs. Clayton S. Carris, Mr. and Mrs. C. Christy Jones, Hugh Goodhart, George Metzger, Richard Jackson.

This is the registration list, if we missed anyone we are sorry.

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AWARDS

Best In Show: Earl Buchman, 1909 Model H. Single Rumble

Class 1 - Old Cars		
	1. George Boyer	1914 Touring
	2. Edward Hinman	1912 Runabout
	3. Stanley Wilkinson	1905 Runabout
Class 2 - Middle Aged Cars		
	1. Nelson Reynolds	1916 Cloverleaf
	2. Macy Jenkins	11A Victoria
	3. Frank Boyer	11A Touring
Class 3 - Late Cars		
	1. John Lucchesi	Series 16 Sedan
	2. Harry Moore	Series 16 Pirate
	3. George King	Series 16 Brougham

Third Trek Trivia

The Boyers from Allentown. George is a surgeon, Frank an internist. Frank says the difference is that George is a "cutting Doctor", a handyman with tools, while he is a "thinking Doctor" who tells the "cutting Doctor" where to cut. The "Thinker" came arrayed in the wildest gook shirt we have seen since our last days in Honolulu. For the good of Allentown we hope his thinking is calmer than his shirt.

Chape Condit was so busy gabbling at the Banquet that he got up to announce the main prize long after it had been awarded to Earl Buchman by Chief Judge Burns. "Chief Judge Burns" sounds like a forbidding soul, to those of you who do not know him, let us say there is no more friendly and helpful man among us than our beloved Johnny. Poor Johnny is like a famous physician at a cocktail party, everyone has him cornered seeking his priceless advice. It is Burns' nature that he loves it. It was something to see the pleasure with which Earl and Harriet Buchman received the "Best in Show" plaque. Recognition of a job well done. The Editor tells us that Earl brought this wonderful 1909 "H" back to life within eleven months from the worst jumble of tired iron he had ever seen. He is angling for a story on this car for ACN.

Registration was certainly well done this year, a complete packet was prepared for each one who had already entered and all that was necessary was to list the name on the Trek roster and hand out the packet which included a name plate with large legible type so that no sneaky peering was necessary to refresh your memory.

Last year Carl Doman dropped a small bomb at the banquet by announcing Miles Amicks' engagement, to the surprise of everyone, including Miles. This year Miles told Carl that he had tried his luck with five girls, omitting to mention that he asked them all at once.

Among the things to remember was Johnny Burns' meeting with Johnny Lucchesi and Grace Carris, after we do not know how many long years. It was a beautiful moment, something we will long recall.

Grace Carris, widow of Franklin's own Clayton S. Carris, was a delight to us all. Dorothy Amick was a sort of hostess for Mrs. Carris, she envisioned, as we all did, a frail, little old lady who would have to be tenderly sheltered and watched over. Wow! The first thing she did was wear Dorothy down to four feet high with an all afternoon shopping tour, then attended the smoker that night. Next day she spurned a closed car and went to Indian Isle in the Torpedo with the top down, came back through the young cloudburst wrapped in a blanket, still in the same open car! Still unfazed she attended the dinner that night and pleased us all with a few remarks from the head table. We are sure that the Amicks, by right of discovery, will bid next year for the honor and sincere pleasure of ecorting Grace Carris through the Fourth Trek.

The faithful Albert Walkers came in from Wisconsin for their third Trek. Also present was Burton Smith from Vermont with the newly acquired Weiant coupe, as beautiful a car as it looked in ACN. Among the members from "a fur piece" were Tom Hubbard and Brooks Quinsler who flew in from Arizona. Brooks announced no plans but Tom came all the way from Tucson to buy a car in "Shinny Atlas" and then took off for a New England vacation, he announced that he would drop off on the way back to visit AH. There is a story about AH in the last war, it seems that in the last days, when everyone was bouyed up by approaching return home they became somewhat emotional about their comrades and universally invited all they knew to visit them back in the states, old AH, being just as contrary then as now, also invited all from his outfit to visit him, adding that he would give each and every one "a drink and a road map". We feel sure that Tom can depend on the road map, at least! *(Whadda yu mean, contrary? - Ed.)*

Did you know that our wonderful Chairman, Ken Barton, worked and struggled through two days of the Trek, and then finally surrendered to his doctor the night of the banquet?

We are afraid that many of us did not even know that the splendid array of advertisements and pictures at the smoker were the inspiration of Mrs. Dick Wright. Another equally retiring but very efficient side was Ken Schultz who helped Tom Hubbard as Parade Marshall, our thanks for much help goes to Ken and his "Secretary".

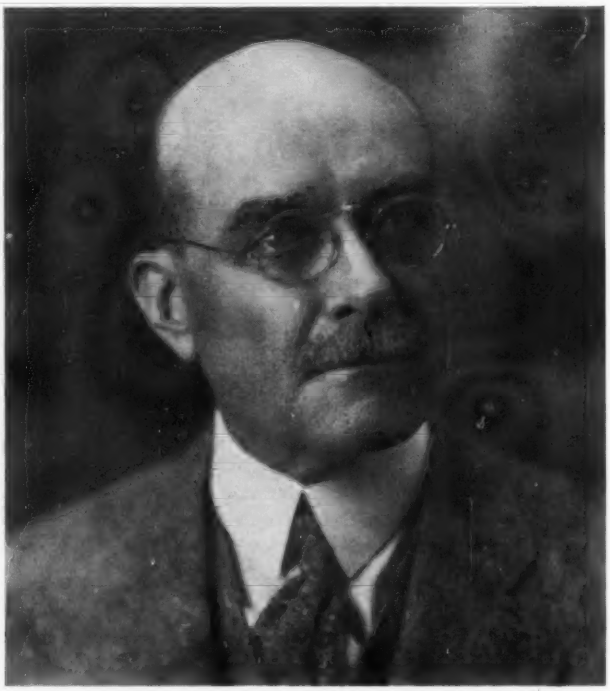
Karl Feather, who has almost cornered the Franklin market, was rumoured to be dickering on a very well known Trek Car to boost his total stable to the nice round sum of twenty-two!

How many of you saw the intriguing picture alongside the door of Charley Denman's home on Indian Isle?

Remember the "watercooled Franklin" among Dick's slides at the smoker? Next day we had a mass demonstration of "watercooling" on the way home from Denman's Isle, believe all survived this conversion to watercooling except our Honorable Treasurer. Incidentally we saw Eddie in the garage, suspiciously dry and crisp, we suspect that she deserted Stan's '05 and sneaked back in someone's sedan.

Among the newer faces this year were the smiling Gewands from Buffalo; the Ed Hinmans with their 1913 Little Six - Fenton Meredith drooled over this one - Ed joined us last year perforce on his way to the Glidden when his '13 Peugeot just finally ran out of tires; the Ted Mickles from Cobleskill, who will be remembered as the folks who threw away the old top from their 1908 "D", including the bows!! Fowler Wilson from Binghampton in his 1910 "G", the Boyers both drove former Wilson cars; the Johnny Lucchesis from Jamaica with one of the best lookers yet; Mrs. Johnny drives this car every day at home; Floyd Parke from Ithaca with another 1910 "G", Floyd had been especially invited to come so that we would have a barrell hood! Three barrells showed up. The Massachusetts contingent included Alan Dickson of Brookline, the Ernest Gunthers of Dracut and Richard Hall of Boston; Staten Island send us new friends in the Robert Ryans and their '30 Coupe; a '30 Sedan brought in the John Carl Fosters of York and Dr. and Mrs. Robert Eckert of Renfrew were also Pennsylvania first timers.

Laura Vincit



AN ELECTRICAL ENGINEER'S PART IN AUTOMOBILE PROGRESS

My father, Albert E. Doman, was not a formally educated electrical engineer. Nevertheless he was one of the best educated and most capable through self-study, self-denial, plus the absolute backing of his parents.

As a boy, it was ever impressed upon me by my father that "push button" automobiles would come, but first the various apparatus must be developed. Therefore this discussion will be quite personal. It will cover my father's contributions in the development of the electrical systems for the Franklin car and also for the automobiles and trucks which operate on the highways throughout the world.

At ages 15 and 18 my father and his brother Lewis, in 1885, build a D.C. Generator, belted it up to a home-made steam engine, and thus furnished the electricity for their father's home. This home, in fact, was the first to be electrically illuminated in Central New York.

Amusing may it seem today, one boy fed wood chunks into the boiler of the engine, while the other absorbed with great satisfaction the light rays from the little carbon filament lamps in their home.

This early experience was the basis for the formation in 1890 of the Elbridge Electrical Manufacturing Company, Elbridge, New York, by my father and his brother, Lewis Benjamin Doman.

From 1890 until 1903 the activities of the Elbridge Electrical Manufacturing Company concentrated on the manufacture of electric generators, electric motors, a few gasoline engines, and miscellaneous small items. However, the advent of the automobile opened up a new field to my father. His company developed and sold spark plugs, spark coils and, most important the electrical generator for charging the storage battery. Thus electrical lights were available for automobiles.

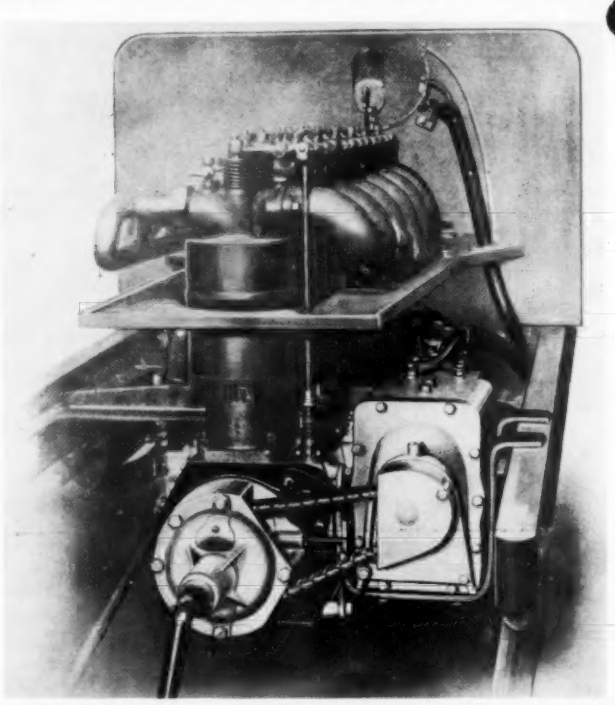
Until my father introduced electric lights for automobiles, the highways were "illuminated" with gas headlamps or, on some units, with just ordinary kerosene lamps. The gas for some lamps was furnished by a gas generator usually located on the running board. Some cars used a Presto-Lite gas tank which was replaced with a newly charged tank as needed.

"As needed" was altogether too often, so my father installed a small generator on a 1904 single cylinder Oldsmobile touring car. He reworked the headlamps to incorporate small electric bulbs. Tom Willard, founder of Willard Storage Battery Company, furnished the battery.

When he demonstrated this car in Central New York, the public was amazed and a few terrified to see the highway or road illuminated to daylight intensity.

The success of this demonstration was publicized throughout the Syracuse area, but not sufficiently to snow under the Elbridge Electrical Manufacturing Company with orders. Nevertheless, more and more interest was roused. Various automobiles were brought to his plant for the installation, but few felt it necessary to charge $60 for the generator regulator, pulleys, belt, lamps, wiring and battery.

In 1909 my uncle, Lewis Doman, purchased a Hudson "20" roadster - car No. 14. Immediately an Elbridge generator and electric lights were installed. This installation was later responsible for selling Carl Amos, a wealthy coal merchant of Syracuse, to invest $8,000 - but more about that a little later.



The darkest days for the Albert E. Doman family were in 1909 when business was poor. Few financially able persons were interested in investing in the fly-by-night automobile business, to say nothing about s small electrical manufacturer. My father never showed discouragement as he went from businessman to

businessman in Syracuse, attempting to sell the possibilities of The Elbridge Electrical Manufacturing Company. Our father was always an optimist, so my sister tells me. Failure never entered his mind. One day at dinner (we had dinner at noon in those days), our father announced, "I have a new machine developed. It is a cross between a dynamo and a magneto, so its name is 'Dyn' plus 'neto', a unit to be known as the 'Dyneto'."

Naturally, Mother, my sister and I were enthusiastic, as this to us meant riches. But riches were extremely slow to appear. However, shortly Carl Amos became principal stockholder and things began to happen, with my father Vice-President and Chief Engineer.

The name of the little company was changed to The Dyneto Electric Company. Some badly needed machinery was purchased. But, most important, it seemed then, Albert Doman could pay for his groceries and pay up other debts, with a salary of $100 a month.

Mr. Amos was a near neighbor and close friend of John Wilkinson, the co-founder and engineering genius of the Franklin Automobile Company. He sold Mr. Wilkinson on the abilities of Albert Doman and, incidentally, on the Dyneto generator for use on the Franklin cars.

Mr. Wilkinson and my father had much in common. They spoke the same language, that of the engineer. In one of my father's notebooks, he wrote in 1910:

"Mr. Wilkinson of Franklin Co. told me in New York at Auto Show that in his opinion, when electric lighting became accepted as standard (and that it had to come) only two lights would be used in front, and they would be controllable as to C.P. and high up on the dash out of the mud and so as to project the light in better shape.

"My idea is to install two suitable lamps, operate them in parallel for full C.P. and in series for dim and standing. (Tail and motor lamps might also be combined with headlights so as to be controlled with a very simple switch on wheel)."

In 1911 Dyneto generators for lighting were offered as optional equipment on Franklin cars. While optional, most Franklin owners demanded the Dyneto generator.

For a moment let's go back to 1911. Then my father was convinced that hand cranking of engines must be eliminated. An electric starter for cranking seemed the answer, so he built up an experimental unit. It cranked the engine satisfactorily, but was not considered practical by my father due to terrific current draw from the battery. He said, "The battery simply can't stand that load; it won't last."

He next turned to an air type of starter using a small air compressor driven off the crankshaft to fill a storage tank. Air supplied was fed to each engine cylinder through a valve operated by a solenoid and in time for correct cranking. This was successful, but a competitor appeared - the Delco Electric starter on the 1912 Cadillac which was an instant success.

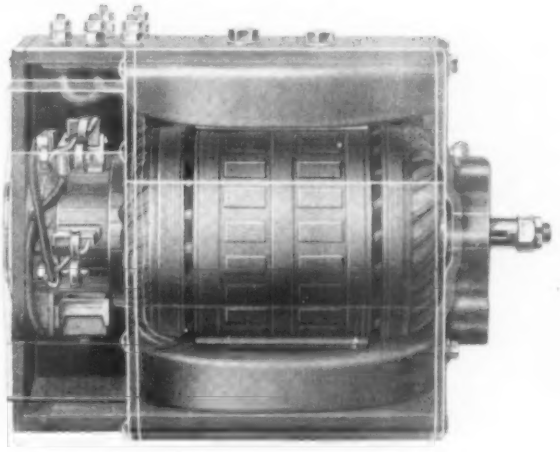
So my father, while first with the electric starter, misjudged the battery situation. But he was thrown immediately into the electric starter situation when Mr. Wilkinson requested that Dyneto Electric build the Entz combined starter-generator. Franklin had decided to use the design as standard equipment on all 1913 Franklin cars.

Overnight it seemed the Dyneto plant was transformed into a beehive of activity. The old white shop, as we called it, just couldn't produce enough units. The plant across the street, formerly occupied by the Amphion Piano Player Co., was turned into a very modern assembly facility. Of course, in terms of 1956, methods and procedures were most inadequate, but for 1913 they were outstanding.

On the first floor were located the shipping, receiving and experimental departments, the drafting room and my father's office. On the second floor was the winding department, final assembly, and test. I well recall the winding department. Here the girls were located, the people who wound the wire onto the armatures and onto the field coils. In those days automatic winders didn't exist, but my father was dreaming of the day when he would build such automatic, time-saving machines.

But to return to Dyneto production. Other business for Dyneto generators had come in. Chevrolet, then an independent, ordered generators; other companies, such as Chalmers, Maxwell, Krit, Mitchell, etc., were clamoring for units. But Franklin came first. That factory was only 16 miles away. This meant daily visits from Franklin's production and engineering wizards. The reports filed by them were most discouraging, such as "Dyneto will never make 20 Entz units a day; they can't make 20 a month", signed John Maddicks. Yet miracles happened. Thanks to the ingenuity of my father and his people, production schedules were met and Mr. Amos pressed Franklin for more orders.

All during this period my father was very much disturbed to be building a unit designed by another engineer, Mr. Entz. The Entz starter-generator was extremely heavy. It weighed 80 pounds. Furthermore, electrically it was most inefficient and only functioned when 18 volts were applied. So Dad was determined to design his own starter-generator, weight not to exceed 45 pounds, and on 12 volts.



He designed and developed two sizes of 12 volt machines, Model A, to be used specifically on the smaller engines, and the Model B, in place of the Entz units. During this period Franklin engineers, Louis Stillman, Arthur Holmes, Bob Lay, and of course Mr. Wilkinson watched my father's progress. Franklin had always been interested in the lightest weight car and naturally an 85 pound starter-generator to them was a disgrace. So the success of the Model A and B Dyneto units was also a triumph to Franklin engineers.

The Sales Department always tried to feature Dad's genius. The following is taken from its Instruction Book of 1913:

"During the year of 1890, A. E. Doman, now Vice-President and Chief Engineer of the Dyneto Electric Corporation, established himself as a designer and manufacturer of direct current dynamos and motors that soon became popular because of their efficiency, simplicity and rugged nature which in turn resulted in maximum service and a minimum maintenance cost.

"With the advent of the automobile, Mr. Doman's genius was early attracted by the wonderful possibilities of the infant industry. The inefficiency of the Kerosene lamps used at that time and the disagreeable feature of hand cranking led him to study the possibility of applying his electrical knowledge to overcome these particular disadvantages and it was out of this study that the present Dyneto single unit, non-stalling starting and lighting system was evolved from which it may be gathered that he was one of the first to gain substantial results in what has proven two of the most practical developments in automobile construction.

"Simplicity, efficiency and durability representing his ideals, it is but natural that his work in the new field of endeavor should be characterized by the elimination of all trappy devices and the fact that the Dyneto single unit outfit consists of one set of brushes, one pair of ball bearings, one set of wiring without any complicated automatic contraptions, over-running

clutches, sliding gears, etc., is sufficient to prove the extent of his ability which has been further attested by the results gained during years of actual service in the hands of thousands of satisfied users.

"Within this booklet, we endeavor to set forth the advantages of this particular type of instrument and offer complete instructions as to the care, etc. of the same, which we believe will be found of interest and value to all those who are or anticipate using this type of equipment.

"Our Engineering Department is at the service of our customers or prospective customers and shall be pleased to make special layouts or modify any details that may be necessary in order to adapt our apparatus to any particular requirements providing that the quantity involved is sufficient to warrant the expense incident thereto. Inquiries should state the bore and stroke, number of cylinders, size of rear wheels and gear ratio of the rear axle."

In the midst of Dyneto's great expansion in Elbridge, it was decided to move the entire operation into Syracuse, New York. It was felt by Mr. Amos that with no railroad into Elbridge, transportation was a serious problem. My father didn't agree with Mr. Amos as he felt that motor trucks would soon be carrying freight to and from the most remote locations. Experience has proved, of course, that his predictions have come true. Nevertheless, in 1913 Dyneto moved into the factory vacated by Crouse Hinds, an electrical equipment manufacturer.

Looking back on the Crouse Hinds plant, I can say it was probably one of the most inefficient layouts. It had five floors, plus the basement. Offices were on the first floor, with machine shops and assembly operations on the upper three floors. Production costs were much higher than for the units produced in Elbridge. Rent was high, hourly wages were high and worker productivity lower. In Elbridge, workers were happier. They were a definite part of the organization. In Syracuse, the majority of the employees worked there for the pay - not for self-satisfaction.

The operation in Syracuse did result in even closer association with the Franklin engineers, so problems encountered in the field with either the Entz or Dyneto units were quickly corrected. Also it was possible to very quickly show the Franklin engineers where the design of some engine component could be changed to eliminate a given trouble.

Following a test trip in an experimental Series 9A in 1914, Bob Lay, one of the Franklin engineers, reported serious starter trouble. My father was skeptical. He investigated with Mr. Lay and found that the crankshaft was flexing so much that it burned up the starter. Immediately the specifications in the engine were changed to eliminate the flexing and the trouble disappeared.

At one time both Franklin engineers and my father were intensely interested in a single unit, direct drive, starter-generator mounted on the front end of the engine. Experimental units were built and tested in the laboratory. Performance was beyond expectations, but on the automobile entirely different results were obtained. On the road, a terrific chatter developed. A hurried call reached Dad. Immediately he was told that the starter was N.G. He, in his normally patient approach, found the trouble. Again it was due to the flexibility of the crankshaft. The armature would strike the pole pieces. In this design the armature was mounted directly on the crankshaft through a husky key and operated on the pole pieces with approximately .030" air gap. Therefore, if the armature moved the amount of the air gap certainly, the flexibility of the crankshaft was so excessive that a complete redesign would be necessary.

After many conferences it was reluctantly decided to delay indefinitely the use of the single unit, or until the engine could be completely redesigned. It was further decided that the Series 9A Franklin would enter production in 1915 with the Dyneto Model A, 12 volt unit with a 3:1 chain drive from the starter to the crankshaft.

Obviously, the use of a direct mounted starter would have eliminated the need for a chain and, most important, the starter-generator would have operated at crankshaft speed, a maximum of 3200 r.p.m., instead of 9600 r.p.m. with the 3:1 ratio chain drive.

The high speeds, 9600 r.p.m., for the starter armature, gave many production problems. The wires in the armature slots were held in with shims, then around the periphery both ends were wound coils of steel retaining wire. This wire was soldered into a unit, then the entire unit immersed in varnish and finally baked in an oven and then closely balanced.

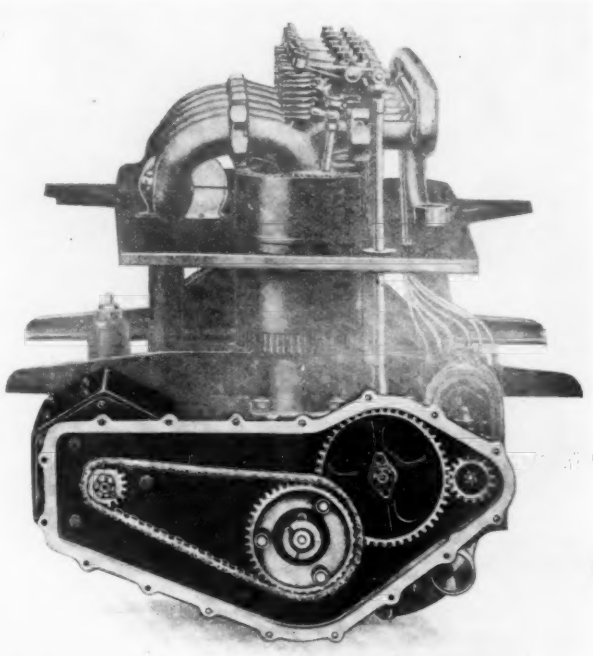
This process required extremely close controls and even then failures occurred where the driver operated his engine in gear at high speed. But, like all mechanical units, problems were handled as they occurred and the industry moved on until we have the nearly perfect machines of 1955.

Both the Entz and Dyneto single unit (starter and generator) had a feature long remembered and often mentioned in 1956. I refer to the non-stall feature. This meant that when the engine speed dropped below the cut-in or charging speed, the generator became a motor and cranked the engine. So, vice versa; when the engine speed reached the cut-in speed, it generated electricity and charged the battery.

Both the Dyneto and Entz units incorporated compound wound fields. They had one set of field coils in series with the armature and one set of field coils in shunt or parallel with the armature. When cranking, both coils supplied the "flux" (lines of magnetic force) to nearly saturate the pole pieces and thus produce a maximum of starting torque.

On the other hand, when charging, the flux established by one set of coils was designed to counteract the flux from the other set of coils and thus present over-charging of the battery and overheating and damaging of the unit. This is often called the bucking field control.

Under starting conditions, the combined starter-generator unit defies every law established by electrical engineers for current-carrying capacity of a conductor. However, the unit functions properly for one basic reason - the cranking time is so short that the conductors cannot overheat. Furthermore, the battery discharges before the unit could become overheated. So, the design of a starter or generator or a combination is a compromise. This fact prompted my father to develop in 1920 a voltage regulator which was introduced for the first time in America in the 1921 Franklin. This voltage regulator determined the correct amount of battery charge, dependent upon the actual needs of the battery. It incorporated a temperature compensating unit, since battery characteristics vary greatly with temperature. In cold weather, under charge, a battery indicates high terminal voltage, when actually it might be in a discharge state.



The introduction of the voltage regulator in the 1921 Franklin unfortunately was not followed by others in the industry for nearly 15 years. However, today it is universally used and incorporates this fundamental temperature compensation pioneered by my father in 1920.

Basically, the single unit Dyneto starter-generator was expensive to produce so my father was constantly engaged in a cost reduction program. He always strove to use better materials and thus obtain greater efficiency with less weight. So paralleling his development work with the single units he pioneered the two-unit system, or simply a separate generator for charging the battery and a separate starter for cranking.

If I recall correctly, he introduced his two-unit machine in 1914 and, at the same time, the triangular belt drive used universally in our 1956 cars and trucks.

Vincent Bendix, founder of Bendix Aviation and inventor of the Bendix starter drive, worked very closely with my father. Therefore, the first Dyneto starter used, in 1914, the Bendix drive.

My father's philosophy of correct design, to me, was so basic. He designed and calculated the use for every piece of material so that he could plot the projected performance curves with extreme accuracy. I recall often being in the laboratory when the first of a new model was being tested. Alongside the dyanmometer were the calculated performance curves. My father carefully observed each point as the technician observed the performance. He was more elated if the performance met the curve than if it surpassed it. In other words, he calculated with such accuracy that he was absolutely confident in his figures.

On the other hand, if a machine did not come up to predictions, he would concentrate on his calculations until he found the answer. He never guessed; he computed; yet with formal schooling of only 6 winters in a small-town district school.

In 1914 Thomas A. Edison requested that my father visit him to discuss starters and generators. I accompanied my father, of course sitting way off to one side. The outstanding feature of that visit was the ability of my father to answer quickly and intelligently every question raised by Mr. Edison. At that time Mr. Edison wrote on a small piece of paper, the following:

"You can spend on your devices six cents per every watt you save and come out even on battery.

Thos. A. Edison

August 10, 1914"

That day, as I do in 1955, I rated my father in his field - small electrical units - on the par with Mr. Edison.

Few men had the vision of my father. As an idea came to him, he would jot it down in one of his many notebooks. In one dated November 8, 1910, I found this note:

"In a lighting system means coupled to steering apparatus to turn one or both lights. One preferred when turning corners.

"A dimmer to reduce glare of headlights at will operate by a single push or movement to increase or decrease C.V.

"An electrically blown or at least controlled horn.

"An electric motor self starter.

"An electric vulcanizer.

"An electric tire pump.

"Electric trouble and reading lamp.

"Why not an electric heating unit to heat up carburetor before starting and possibly to offset cooling action of vaporization.

"Why not arrange our governor for friction contact same as .... except that we employ electric instead of ..... force as a means. Bring out a small igniter for all work of ignition only."

In 1914, Ray Owen came to the Dyneto Company with a sample electric transmission. He had, of course, known of Dyneto's success in building the Entz starter. Mr. Owen had begun to manufacture, in limited quantities, the Owen magnetic automobile and needed a source for his transmission parts.

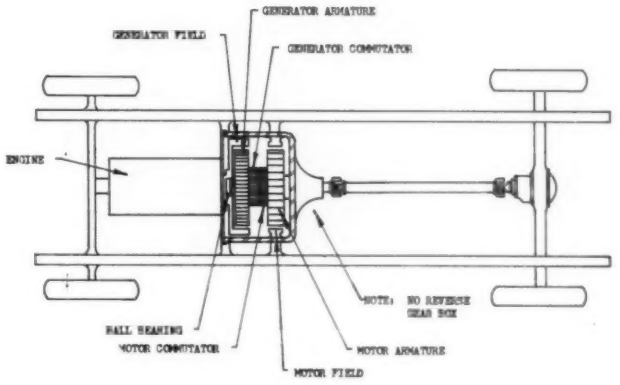
In examining the design of the electrical componetns of the transmission, my father noted, as he had with the Entz starter, careless use of certain materials. This meant to him excess weight and decreased electrical efficiency. Changes were proposed to Mr. Owen. He permitted the redesign and Dyneto began limited production on the parts. I well recall visiting the Owen factory in New York where the cars were being assembled. Buda or Weidley engines, Timken axles, Parrish frames, and other well-known components combined with custom bodies - Judkins, Walker, LeBaron, etc., plus, of course, Dyneto transmission parts.

As you well recall, the production of Owen magnetic cars was very limited. The price was high and the public skeptical. However, the performance was outstanding. The unit was heavy and complicated for 1914, but not for 1956. It combined generator, starter and electric brake. Driving was marvelously smooth - infinite speed combinations. The only parts ever to wear out were the brushes and contact parts in the controls.

Actually the operation of the transmission was quite simple, as you will see from Figure (1).

FIGURE 2

OPERATION PRINCIPLE: Principle basically the same as the Entz transmission, except no reverse gear box is used, over-all unit is much smaller and lighter, and has better control.



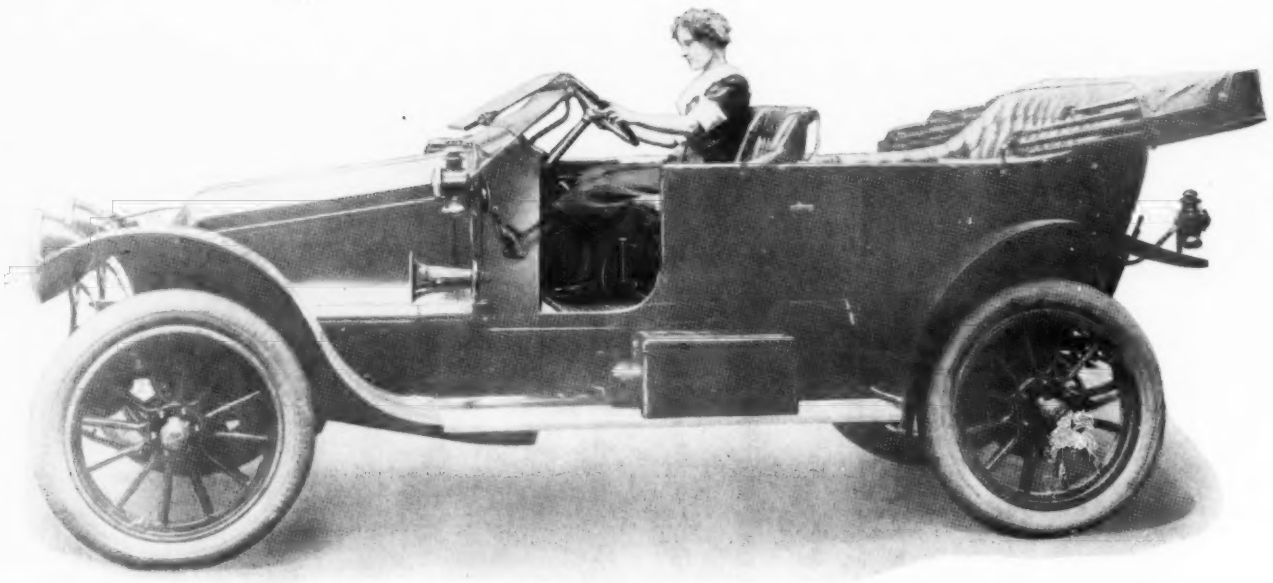
A. E. DOMAN ELECTRIC TRANSMISSION
OWEN DYNETO ELECTRIC COMPANY, SYRACUSE, N.Y. 1930
DESIGNED FOR FRANKLIN SERIES 15 AUTOMOBILE

As a result of the close association with the Owen group, my father constantly was scheming and thinking about a simplified design, lighter in weight, and low in cost, but it was not until 1930 that he joined with Franklin in the development of his dream. Then I was Research Engineer and in charge of such developments. Naturally, Dad and I were extremely pleased to undertake such a program. What father and son with similar likes wouldn't be pleased?

Dad started with his simplified design. I had ten thousand dollars set aside as Franklin's contribution to the development. The unit, as you will see from Figure (2), was simple. Weight computations showed that if credit was given for weight of the Delco generator, starter, conventional transmission and clutch, since these units were replaced, then there would be no increase in weight. Production costs, however, were never computed, because the effects of the 1929-1933 depression struck both Dyneto and Franklin at approximately the same time. The project was shelved indefinitely. Then in 1933 I resigned from Franklin to establish with My boss, Ed Marks, The Doman-Marks Engine Company. There were no extra funds for development of the Doman-Dyneto electric transmission. It was a difficult task to handle the financial problems incidental to building engines. Yet the transmission was a subject of frequent conversation between Dad and me until he passed away in November 1934.

I still believe that if we could have worked out the details, it would have been successful. Furthermore, I believe it would be the universal automotive transmission design of 1956 instead of the combination hydraulic and gear unit which is the universal type today.

In the 1956 models, for the first time the industry universally used 12-volt electrical systems. The public has been told that here is the new 12-volt system. Yet 12-volt systems are not new. We had them before. The good book says, "There is nothing new unto the sun". In 1913 the Entz system on Franklin used 18 volts. In 1915 the Dyneto system on Franklin, Holmes,



All that is necessary to start the Dyneto-Entz equipped car is to kick the switch and then pay no further attention to it. No controls, automatic cut-outs or other complicated devices. With the Dyneto-Entz on your car you can not stall your motor.

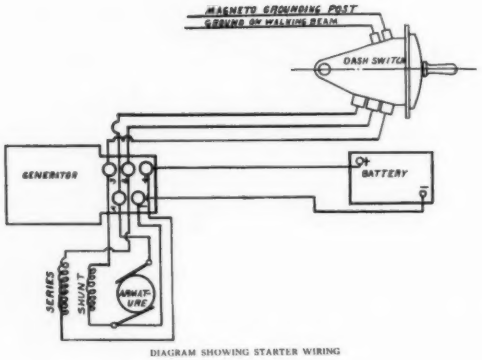
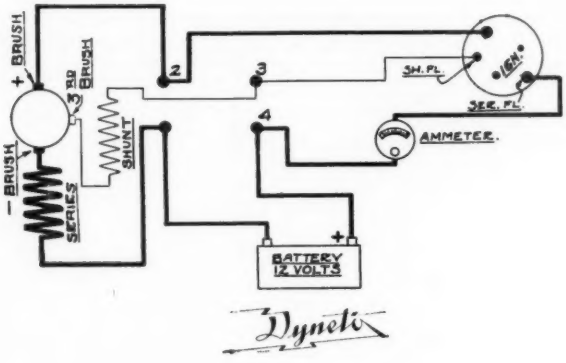


DIAGRAM SHOWING STARTER WIRING



(Continued Page 15)

"A rare one from England"

When the VETERAN CAR CLUB GAZETTE goes so unBritish that it refers to a car as "fabulous" and at the same time describes the 1907 Robinson as "exhaust cooled" we felt that we must learn more about such an unusual car, expecially as it looked to us like a normal aircooler. Besides there was considerable of the "bootstrap" element in those words, exhaust cooled.

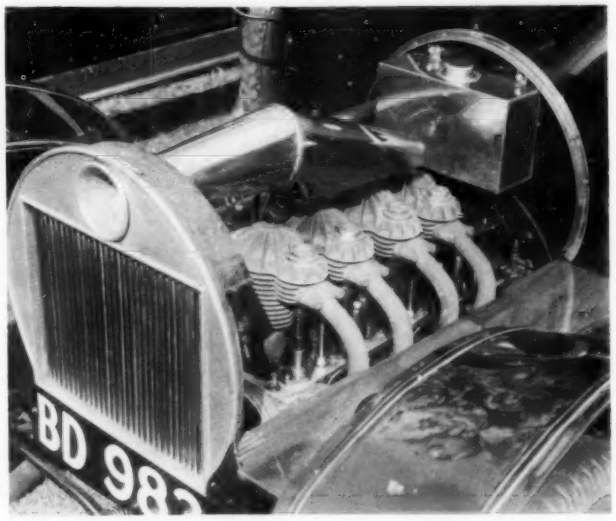
A letter to one of HHFC's good friends in England, Miss Elizabeth Nagle, Secretary of The Veteran Car Club of Great Britain, brought a pleasant note and a fine picture of the engine. This was followed soon thereafter by a still better picture of the car itself as well as a letter from the owner telling us about the car. Mr. Stock's description cannot be improved upon so we are printing it verbatim.

We admire, quite naturally, the Franklin like hood and the unusual deep cowled body of this handsomely restored runabout.

The old saying that, "There is nothing new.....", seems to be proven all over again by this car of 1907. THE MOTOR of August 1, 1956 describes the cooling system of the V-8 engine used in the 1956 Czechoslavakian TATRA in these words, "The two blowers are eliminated and cooling is effected by using venturi tubes to suck air past the two banks of finned cylinders. For this purpose the *exhaust* pipes are centered in the flared ejector pipes emerging from the rear of the cylinder cowlings."

The exact system used forty-nine years earlier by the Robinson!

AHA



120, Rockingham Road
Kettering,
Northamptonshire,
England.

16 August 1956

Dear Mr. Amick,

Miss Nagle has asked me to let you have a description of the Robinson car.

It was made here in Kettering in 1907. Parts for six cars were produced but only three were completed, mine being the only survivor. The original owner was our family doctor who sold the car back to its maker after using it for several years and I bought it from him on his retirement from business in 1948.

The engine has four separately cast cylinders with a total capacity of about 1885 c.c. and is air-cooled. The cooling is assisted by the exhaust gases; these pass up copper tubes in the waterless radiator into a header tank, and thence through one pipe which is led back over the engine into a metal cowling to spread it. Cold air also passes through this cowling, having been sucked in from a round hole in the top of the radiator by venturi action of the exhaust pipe in the middle of it.

Otherwise the engine is straightforward having side valves, Bosch dual ignition, splash lubrication from the aluminium sump the oil in which is replenished by drip feed from a gallery to which the oil is lifted by a pump driven off the end of the exhaust side camshaft. There are three forward speeds and reverse. The footbrake operates on the propeller shaft and the handbrake on the wheels in modern fashion.

On the road we average 20 m.p.h. with a possible top speed approaching 45. Petrol consumption 30-35 m.p.g.

I have done over 1500 miles this year so far to VCC events and the car goes very well and is extremely comfortable (in fine weather) as I would be glad to be able to demonstrate to you.

The enclosed photograph was taken by "The Autocar" at Leamington last year when the car won the Prix d'honneur in the Concours d'elegance at the end of theSilver Jubilee Rally.

Yours sincerely,

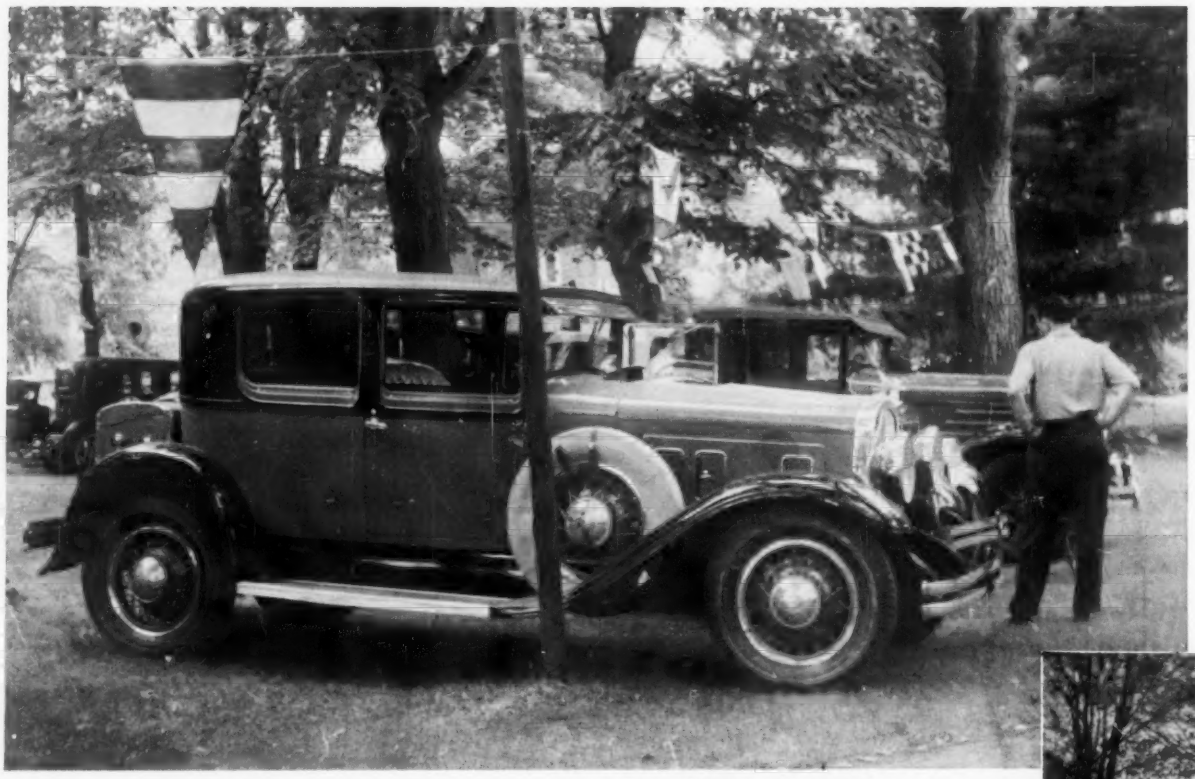
A.G. Stock

OBITUARIES

Mrs. C. W. Millard of Cleveland, Ohio passed away in August after an illness of nearly three years.

Paul Paff of York, Pennsylvania passed away in the Spring of this year. Mr. Paff was very active in antique car circles. He had a collection of sixteen old cars and was the prime mover in the York Club, later affiliated with the HCCA.

William B. Stout, Phoenix (?) Arizona passed away early this year. Mr. Stout was an engineer of note and will be best remembered as designer of the Ford Trimotor and the unique Scarab.



One of the finest restorations seen anywhere — George King's 1931 Brougham

— Dr. George Boyer's 1914 Series 5 —

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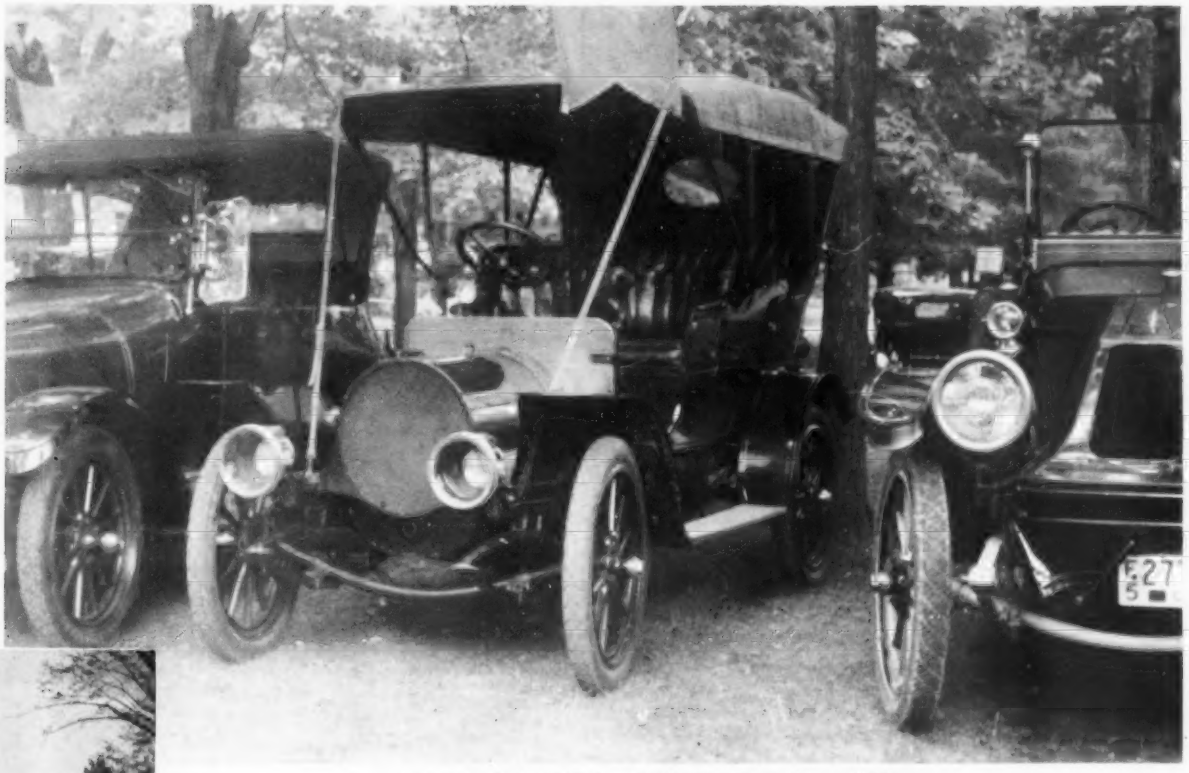
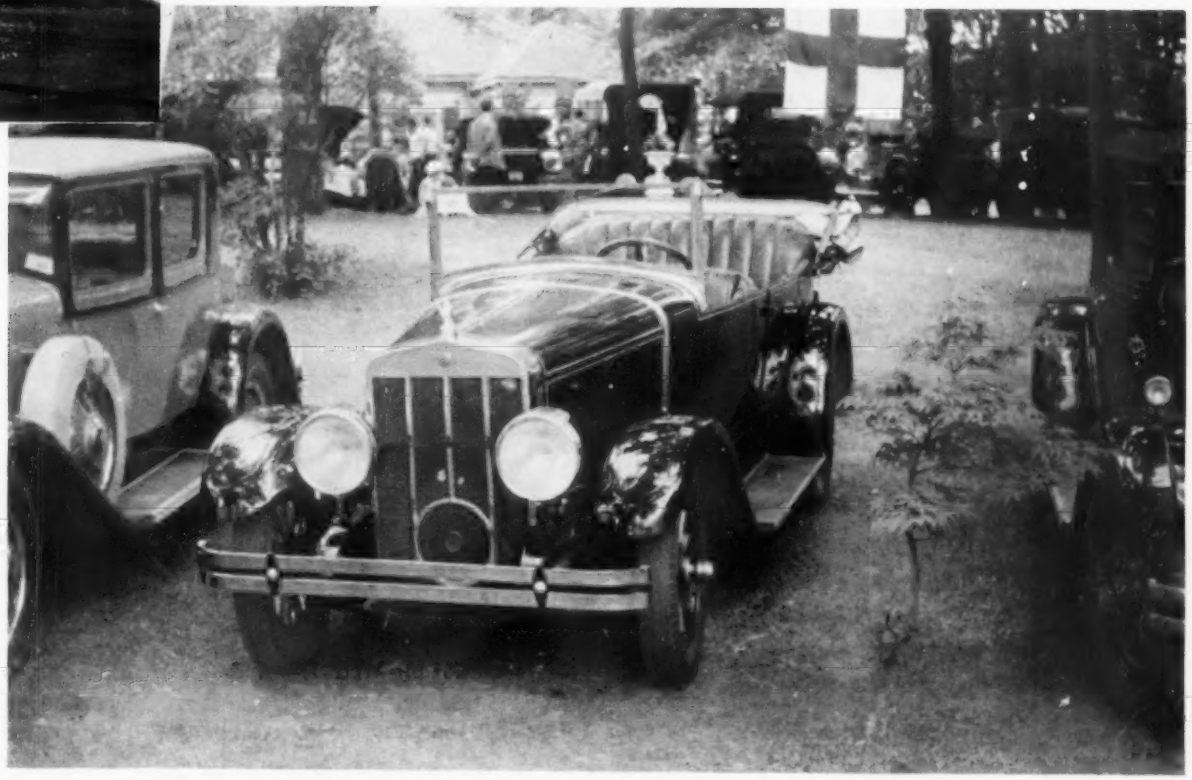


Floyd Parke's 1910 G – flanked by Reynolds and Hinman

– Dr. Frank Boyer's 1925 Touring –



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Oils and Greases

LUBRICATION OF FRANKLIN CARS

—CHAPIN CONDIT

Proper lubrication of your Franklin automobile would be a simple matter, IF you had an instruction manual, and could obtain the recommended lubricants.

Unfortunately, many of us do not have the proper instructions. Also, some lubricants originally specified can no longer be easily obtained. Generally, products of equal or improved quality are easily available but an owner may not know which is suitable. This article will endeavor to assist Franklin owners to get the right lubricant in the right place with the least fuss and worry.

For simplicity we will first consider the correct Motor Oils for the engines, and later the other lubricants for the chassis etc.

Franklin Motor Oils

Being well designed engines, the Franklins were not too difficult to lubricate. While at one time it was thought that the aircooled cylinders required oils of the highest possible "Flash Point" to avoid burning up or evaporating off the cylinder walls, the writer drove a Series 12B for many thousands of miles on an oil of S.A.E. 20 grade with a fairly low flash point and obtained equally satisfactory results as with another oil of very high flash point and No. 30 grade.

In general the Factory recommended a good "Medium" grade oil for normal service. This would be the equivalent of a modern S.A.E. No. 30. By normal service is meant frequent usage and moderate distances. If the car is operated over long distances, and in very hard or high speed service or extremely hot weather some will choose No. 40 oil. However the writer used No. 20 for continuous, full speed running for several years both summer and winter with excellent results.

Many will be interested in the results obtained by Mr. Carl T. Doman when he compared oils of S.A.E. 20, 30, 40 and 50 for power and temperature. He ran a 1929 Franklin engine on the dynamometer until the oil temperature reached its maximum, then read the horse power. This was repeated with each grade of oil. The results in brief showed that (1) each heavier grade of oil lost over 1 h.p. and (2) each grade heavier ran several degrees F. hotter. In other words the lost power went into heating the oil, which in turn thinned it further so that the grade that was much heavier when *cold* was not much heavier when *hot*; it was just hotter. Not a desirable state of affairs.

This agrees with the opinion of many lubricating engineers whose thinking might be stated thus; "Use the lightest grade of oil that proves satisfactory".

I personally restate this as follows: "In general, use the light-grade of oil that gives satisfactory consumption in *your* engine".

Certainly, a car that is used only occasionally at shows or meets, or is run solely about town, should be fed a light oil since it will hardly be properly warmed up at any time. Another maxim may be apropos: "Many a motor has been damaged by too heavy oil - very few by too light an oil". The light oil flows faster, remember and thus cools the bearing surfaces. A bearing area will never scuff, gall, "burn out" or seize if it is *cool* and oil cools as well as lubricates.

In general, a No. 30 or 20W grade will give complete satisfaction except that in winter be sure to use the 20W or 10W.

Some owners ask about detergent oils, since most oils of the first quality have added detergents in recent years. The writer believes that these should work out well in Franklins, however there is a very definite and honest difference of opinion on this subject amongst Franklin owners and other Antique Auto Club people too. If you want to "play it safe" and use oils of proven suitability for Franklin there are at least a few of the old reliable brands available. Kendall, Quaker State and Sunoco Mercury Made are fairly well distributed at least in the East. The latter brand is non-detergent, and the two former have "Non-detergent" very plainly labeled on the cans (do not use their MS-DG as this indicates detergent). All of these oils were on the last lists of of oils "Tested and Approved" by the Franklin Laboratory along in 1931 and '32. Many other brands on the same list can now only be had with detergents. We will try to learn what if any others still offer their oils "with and without".

Besides the crankcase oil, most Franklin engines required a separate oil for the valves. I have been unable to learn at what point special effort was directed to proper valve lubrication. It was found however that serious carbon deposits formed on the exhaust valve stems if the crankcase oil was used on the valves. Only years later was it discovered that this was due to the fact that paraffinic or "Pennsylvania" type oils were universally used in Franklins; while excellent motor oils for bearings, pistons etc., they left a carbonaceous residue where the temperature ran higher as on valve guides and stems. For this reason it was not practical to use force feed oiling from the engine pump to the valve action. The well-known pads therefore were devised, and were furnished with special oils of very low carbon-forming tendency. OPCO oil proved excellent-this being a naphthenic base oil with some percentage of vegetable oil added. Later a separate Valve Oiler was used (1930 and later). The vegetable oil in Opco clogged or gummed this device in cold weather - Franklin engineers then found that the base oil alone gave excellent valve lubrication. "Franklin Valve Oil" can no longer be obtained from the factory but the same product can be had in essence by purchasing *any* naphthenic oil, grade 10W. Sunoco Mercury Made, MacMillan Ring Free, Texaco Ursa or Golden are 3 brands that can usually be found.

If you want a neat little summary:

MOTOR OIL: No. 20 or No. 30 in normal service - No. 40 for V12 since the oil runs quite hot with hard driving.

10W or 20W for winter.

No. 40 for long fast trips in hot weather if you are a "worrier" or if the engine consumes a lot of oil.

However: Heavy oil won't take the place of much metal - a worn engine will burn quite a lot of even heavy oil.

Also: When a bearing burns out - don't blame the oil. (I once did - but every grade heavier oil I tried resulted in a quicker burnout). It is *lack* of oil that hurts bearings. If a rod bearing melts - check the main bearings. They may be loose and letting the oil run back into the oil pan instead of forcing it to the rods. (Cannonball Baker ran some tests on the S11B which showed that with .005" excess clearance on center main bearing he could burn out the rod in a few hours of severe driving.)

CHASSIS LUBRICANTS

Again we say - Franklin is well designed and hence needs few specialized lubricants. There are some shackle bolts on the later cars that were supposed to use gear oil. However, modern chassis greases are quite fluid and should work through satisfactorily and are well suited to all pressure fittings.

Any good wheel bearing grease is even better than the products originally recommended for this purpose. W.B. grease is also the

best bet for the universal joints as it is difficult to find the special grease formerly used in Spicer.

Universal joints; this is a sodium base grease of fibrous nature, which best resists being thrown out of the joints. Hence a fibrous wheel bearing grease (also soda base) is the nearest thing to it and easily obtainable.

REAR AXLE and TRANSMISSION

SAE No. 160 Gear Lubricant was recommended for many years for summer use. This product has been discontinued by the S.A.E. It was actually a very fluid grease which had the advantage of not leaking as fast as oil if the seals were poor. It also acted as a brake to slow the transmission gears when shifting.

A part from these qualities, a modern Multipurpose Gear Lubricant will lubricate the transmission and differential perfectly. Ordinary SAE 50 oil is also satisfactory for moderate driving and No. 70 can be used in transmissions for hard or hot work. It should be noted that Gear Oil and Motor Oil Numbers are NOT the same series. Motor Oil No. 70 is equivalent to Gear Oil No. 140 and M.O. No. 50 equals Gear Oil No. 90. For really cold weather, 20W equals Gear Oil No. 80. Do not fear inadequate lubrication from light oils; remember that many modern transmissions operate with 10W oil or lighter.

One particular application should be noted: The later cars with *drive* shaft *foot* brake and particularly the Series 11, throw a severe pressure on the surfaces of the ring gear and pinion. This approximates the pressure produced in modern hypoid gears and hence an extreme pressure lubricant is required to protect the gear teeth from - (one of the rare cases) oil film repture or breakdown. Any modern Multipurpose of Hypoid product gives ample protection in these units. No. 90 grade will serve the year 'round except in zero climate.

STEERING GEARS

Late type steering gears may use Multipurpose Gear Oil; from Series 12 on.

Earlier cars were supposed to use Sunoco Steering Gear Lubricant, a special product made with lumps of grease in heavy oil. This prevented steering gear rattle. Since it is no longer manufactured I would suggest Gear Oil. If the gear rattles, try working some wheel bearing grease into the unit where it will soon mix thoroughly with the oil.

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"The Editor hopes not to seem presumptious in adding anything to this article by a recognized expert in lubrication but would be remiss if he did not mention that his own 1912 will *not operate at all* with detergent oil, member Frank Cross reports the same situation with his 1915."

AN ELECTRICAL ENGINEER

(Continued from Page 9)

Regal and others used 12 volts. 6 volts universally were used in 1922 with the introduction of the 2-unit system on the Franklin Series 10A car. It seemed then that the 12-volt system would be universally dead. Yet with the advent of better gasolines, higher compression ratios, and larger engines, cranking or starting problems were very common. So 12 volts returned. Possibly with bigger and bigger engines, higher and higher compressions, 18 volts and, yes, 24 volts may be necessary. Who knows; who can predict? I can say with surety that had the industry continued to use heavy engine oil of S.A.E. 40 viscosity, as was common from 1920 until 1932, 12 volts would have been necessary years ago. However, Franklin again pioneered the use of low viscosity oils either through the refiner or through the use of a dilution such as kerosene.

At plus 10^0F, S.A.E. 40 oil does not flow; it causes extreme friction. In fact, it will support the weight of a heavy man. Then, added to that, was the high friction in Franklin engines due to the contraction of the aluminum crankcase and duraluminum connecting rods on the bearings. Electric primers, master vibrators, and huge batteries never approached the benefits derived from a quart of kerosene when dumped into the crankcase with S.A.E. 40. Yes, some used S.A.E. 50 or 60 oil.

As chief Research Engineer of Franklin, it was my responsibility to test all items of the car including the electrical systems. It was on my recommendations that the engineering department specified and the purchasing department bought the various components. In 1928, while the Owen Dyneto Company had the production order for starters and generators, other manufacturers desired to obtain the business. Valued prestige was always an advantage to any supplier of material to Franklin. Therefore, it became my responsibility to test electrical equipment manufactured by North East Electric, The Electric Auto-Lite Co., Delco-Remy and Dyneto.

I subjected each unit to the same tests and recommended that either the units manufactured by North East or Dyneto be used. Both met our specifications, so the low bidder would receive the order. I rejected both Auto-Lite and Delco-Remy units. Then a near revolution occurred. The Franklin factory manager, who favored Delco-Remy, accused me of being biased. He stated, "Blood is thicker than water. Carl Doman is favoring his father." I faced my accuser by saying, "If I am prejudiced, why would I approve North East? Buy that equipment. It is first-class. Delco-Remy and Auto-Lite will give us endless trouble. They both overheat and throw solder."

So Delco-Remy engineers were requested to come back for further discussion. I demonstrated that their generator did dangerously overheat under maximum output. As a result, they completely redesigned the generator, lengthening it one inch and increased the cost by one dollar. Delco-Remy received the business and Dyneto lost out.

Naturally, Dad was very disappointed to lose the business, but he said, "Carl, I would rather lose the business honestly than have you reject Dyneto equipment because of our relationship". Furthermore, he added. "Some day Franklin will regret the extra 16 pounds which each car carries around because it uses heavy inefficient Delco-Remy equipment instead of Dyneto".

So here we are in 1956. The Franklin Automobile Company as a going concern is no longer. Yet its contributions to the great automobile industry continue. My father's original concern, the little Elbridge Electric Manufacturing Co., remains, possibly theoretically only, as it has had many names and owners. My father had left Dyneto in 1919 when he sold his stock interest to C. L. Amos, then carried on development engineering and manufacturing in his little concern, the Doman Manufacturing Co. Then in 1928 he returned home to the Owen-Dyneto Co. when it absorbed the Doman Manufacturing Co. He then returned to Dyneto as Chief Engineer. He carried on, I believe, even more brilliantly until his death in 1934. Always, as his pastor stated, he was a "true Christian gentleman". Yes, and to me he was a great father, a great engineer, a great man, and a great contributor to Franklin developments. To the last he had hoped that through straight engineering ability I could contribute the necessary something to save the Franklin name and company in reorganization attempts. I feel I helped save the name through Aircooled Motors, but failed miserably in saving the Franklin Company. It is a national industrial tragedy that the Franklin car is not manufactured today.

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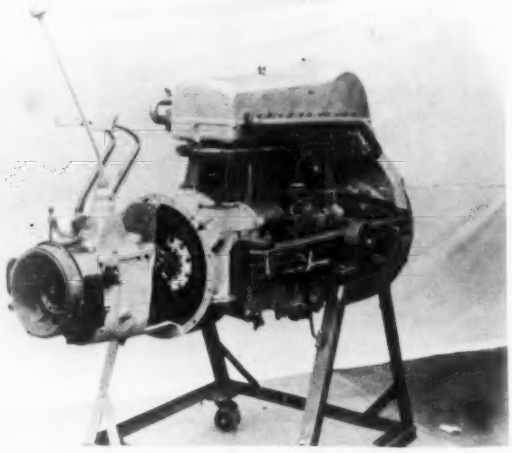
July 26, 1956

Carl T. Doman

John Burns Column



The above picture shows the clutch invented by Mr. Burns and used on all subsequent Franklins and many other makes of cars for years, practically up to the adoption of the automatic types of transmissions. This clutch eliminates several of the early objections to a dry plate type. Unfortunately the patents held by Mr. Burns were not sufficiently broad in claims and within a few years means were found to bypass his interests. This clutch is only one of many contributions that Mr. Burns has made to the development of the modern automobile.

Mr. Burns will endeavor to answer all questions of a technical nature sent to him by members. Mail your problems to 225 Reed Avenue, Syracuse, New York. The only fee is a stamped, self-addressed envelope and the obligation to forward a copy of the question and Mr. Burns' answer to the Editorial Office for possible inclusion in this column.

Earl W. Becker, York, Pennsylvania asks concerning proper clearances on his 1929:

"Valve clearances can vary a bit sometimes to eliminate a noise, however running clearances with motor hot, i.e. motor running at a speed to permit feeler to be slipped between rocker adjusting screw and stem, approximate .010. You could close them down to .007 if a noise was present. Piston ring butt clearances on any Franklin are .015 - .018, side clearance would be small, .001 - .002. Original piston clearance with slotted pistons, bottom of skirt .0035 smaller than bore size and increased in a tapered dimension up to .007 at upper end of skirt."

Kenneth F. Mayes, Lemont, Pennsylvania asks for a method of repairing worn squares on rear axles and universals on his 1911;

"Correcting wear on squares of axle shafts or universal joints can only be accomplished one way. If wear is present in hole of yoke, have it lapped out to a definate size, then have the shaft squared up on a rubber grinding wheel to a definate size. Now take the shaft to a plater and have him build up the size required by chrome plating. (Our electro-plater states that this is regular practice and that chrome may be deposited at the average rate of .005 per hour. ED.) This can be done to cylinders too if one has the equipment."

Mr. Burns states in a recent letter;

"...now that cold weather is coming on the hood fronts of the automatic types should be put in order so that they will stay closed until the right under hood temperature is reached before they open.

Just for the record, if any new members contemplate acquiring an old Franklin and intend to tear it down, clean it up and see what should be done for a good restoration I will be glad to assist in guiding them."

Glenn H. Darling, Austin, Minnesota sent in the following information;

"This item is the result of considerable research on my part. Many Franklins have hydrostatic gas or oil guages needing liquid or repair. Red liquid can be obtained from the King-Seeley Corporation of Ann Arbor, Michigan. Green liquid can be obtained from the King Engineering Corporation, 3201 South State Street, Ann Arbor, Michigan. Repairs can be made by Mr. Carl F. Prange, California Garage and Equipment, 3023 Grand Avenue, Los Angeles 7, California."

Richard Lamphere, Oak Ridge, Tennessee offers the following tips on valves;

"Ofpossible interest to members is my cure for burned exhaust valves. Prior to 1947 I used to average about 7,000 miles between valve jobs, using "regular" grade gas (no trouble if unleaded gas was used). Early in 1948 I sent a set of ordinary exhaust valves to the Frank Roth Company, 4280 Park Avenue, New York 57, New York. They stellited the faces at a price of $5.50 each. Since that time I have been over 50,000 miles, including two grueling trips into the Rockies, and there is no indication of valve failure. Therefore I feel safe in recommending this to members.

Another method which I have used on Series 13 through 15 engines, and which should also apply to the 16, 18 and 19 engines, as well, is to purchase McQuay-Norris Type V-1265-S valves. These are stellite faced but have a 45° seating surface. This is Ok for Series 13. For the later models grind the bronze seat in the cylinder head slightly with a 45° wheel, to give not over 1/16" face (takes only a few seconds) being sure to finish with a fine stone. Some stem machineing is necessary, involving machineing new keeper slots and cutting stem. Have many thousands of miles on engines with this cure and as yet none have needed regrinding."

From 1910 to 1915 the diamond pattern hood grille was always *dull* plated with zinc or cadmium, it was *never* painted. As cars are found most of these have been painted and we have seen only two so far that have been properly restored to original. It is not too much of a job to bring these grilles back to original finish. Remove the grille from the hood and have it dipped in the hot solution used in all automobile radiator shops for cleaning radiator cores (we have never heard of one of these grilles being made of aluminum but a wise precaution would be to test this first as the solutions will *dissolve* aluminum quickly). This bath will remove all traces of paint but it usually leaves a dark discoloration on the metal. The next step is to take it to your sandblaster, a careful operator using old, much used sand and a considerably reduced air pressure can knockoff this smudge and bring out the original appearance of the dull plating. It is seemingly a permanent treatment as we have one that was processed three years ago and is still clean and fresh looking after much rainy weather driving. ED.

I don't know whether the following item will be one you would like to carry in the News; but it is the result of considerable research on my part. Many Franklins have hydrostatic gas or oil guages needing liquid or repair. Red liquid can be obtained from the King - Seeley Corp. of Ann Arbor, Michigan. Green liquid can be obtained from the King Engineering Corp., 3201 South Grand Ave., Los Angeles 7, California repairs these guages. Glenn H. Darling, Austin, Minnesota

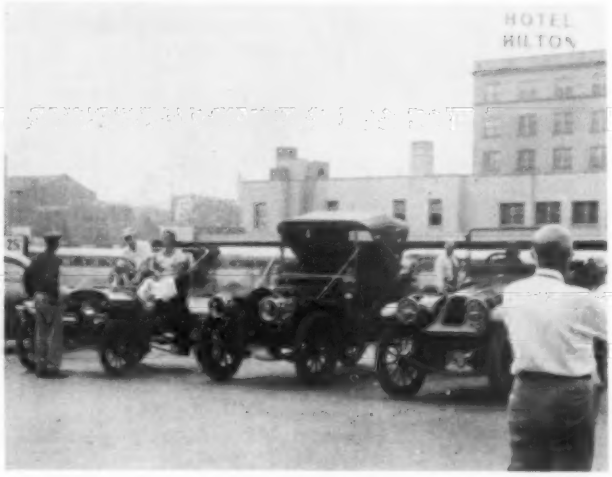
The following information from George C. Green, Lambertville, New Jersey is mainly of interest to cross engine owners:

"Despite the statement of the tire makers (who do not provide flaps for 28" x 3" tires) that these tires do not need flaps, the tubes will wear very badly without them. A good substitute is easily provided.

Use 1½" venetian blind tape, snip off the small cross tapes, pull tight around inside of rim, then remove and sew together with about a 3" splice, one half inch shorter than measurement while stretched tight around rim..YES, IT WILL GO ON..cut hole for valve stem in spliced section. Now, shellac rim and stretch flap over edge of rim and smooth into place. Let dry thoroughly before mounting tire."

Luncheon Run To Brewerton

Floyd Parke arrives

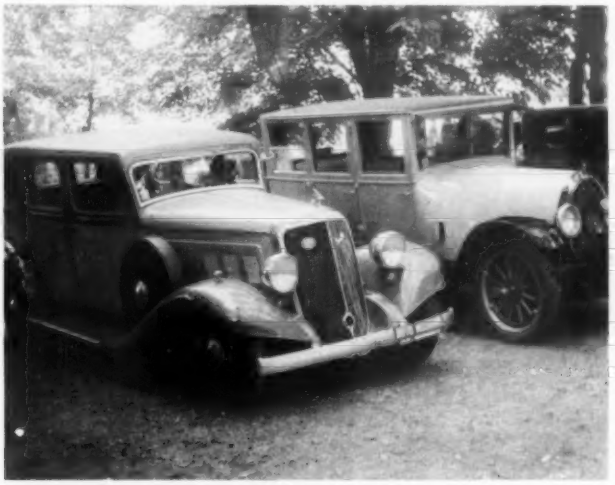


. . . . . we start to line up

. . . . . the Wilkinsons lead off

. . . . . followed by the Hinmans

Meredith's '29 at the Island



. . . . . also Myers' (?) '34 and Schultz' '23.

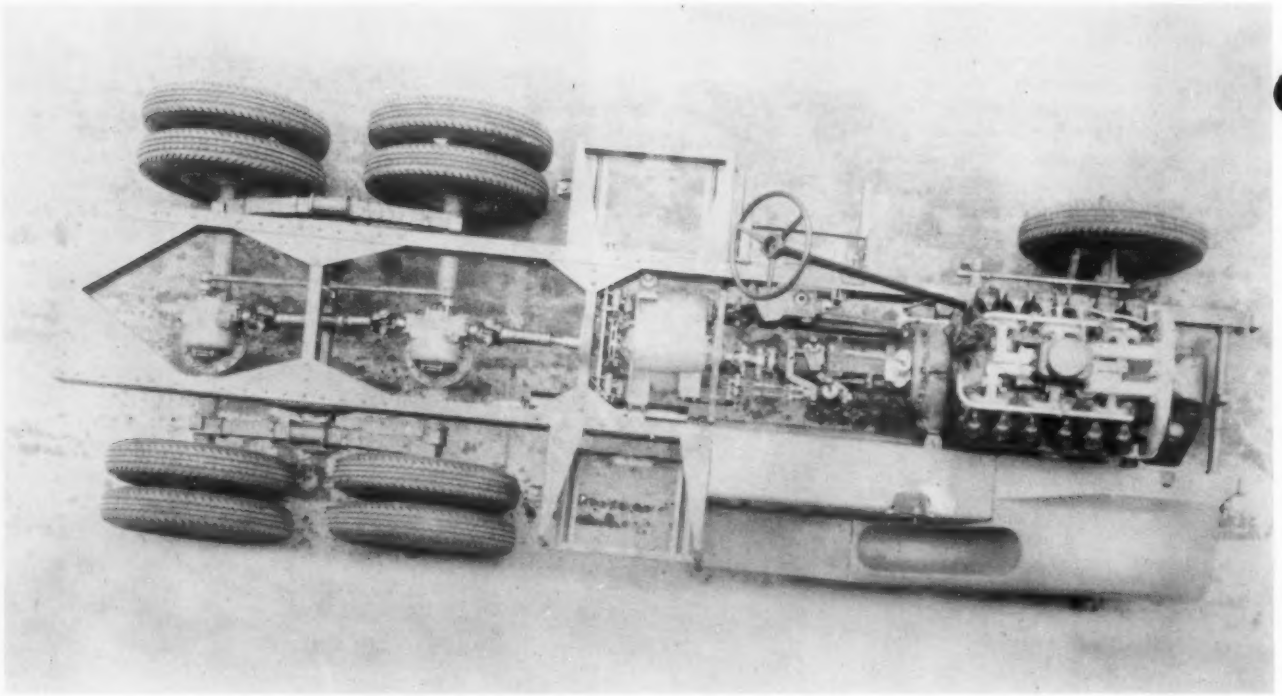
Franklin Joins The Army

In the very late 1920's the U.S. Army, realizing the vast superiority of the internal combustion engine from its experience with cargo trucks, at last began preparations to mechanize its regiments of calvary. For this purpose, the Quartermaster Corps began, in 1929, to build various types of experimental combat vehicles at Fort Eustis, Virginia, using components purchased from several contemporary automobile manufacturers, including Ford, Marmon, Overland, Cadillac, Packard, and Franklin. In January 1933 the First Mechanized Cavalry Regiment was formed at Fort Knox, Kentucky, and supplied with the vehicles which had been constructed for it during the previous four years. At least sixty of these, or about half, were powered by Franklin engines. Additional ones were built for other purposes, so that in all, over 100 six-cylinder engines and two V-12's were purchased from Franklin by the army for use in half a dozen types of wheel and track vehicles. For some of them, like the armored, gun-carrying command car shown here, Franklin supplied only engine, transmission, and steering gear. For others, the grille and hood were also required.

As you might guess, the experimental nature of many of the vehicles required the presence of a number of experts and troubleshooters, one of whom was our friend, John Burns, who served as a civilian service and maintenance instructor during many of the field runs. These runs were sometimes more of a test for the men than for the vehicles. Even the civilians had to rise at 3:30 AM and carry on until 8:30 PM, with only a Bologna sandwich for lunch. John says, with admirable restraint, "This was not my idea of a good time". Back at the Franklin plant, Carl Doman was running dynamometer and other tests on these vehicles, but not under such a strenuous environment. From time to time the army sent some of the trucks and armored cars to Syracuse for examination, and always received the interest and cooperation of the factory, for the company was eager to see the engine give a good account of itself in such rigorous service.

This desire was fulfilled, the trucks remained in use through 1937, and in some cases even later, although the last ones had been built in 1933. Had not the Franklin company ceased operations, the army might well be equipped with Franklin trucks today. Indeed, the tradition carries on to the present, for the modern army tanks use a V-12 air-cooled engine, built on the principles which Franklin pioneered back in the early 1930's.

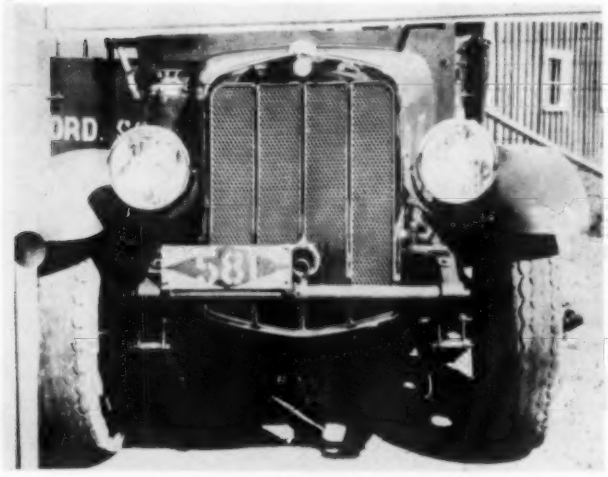
Clifford Boram



A two-and-a-half ton truck with eight driving wheels using 1932 Franklin V-12 engine. The V-12 was also used in a speedy command car.

1½ ton armored command car, carrying three machine guns. Franklin engine, transmission, and steering gear.

1929 Series 13 Franklin grille and hood appear on this 1½ ton Infantry cargo truck



Heavyweight 1929 Ordnance Truck

1¼ ton truck — 15 Sept. 1931

A convoy of 1931 Franklin trucks on its way to Fort Knox from Fort Russell, Texas, in 1933.

After waiting four days for mail we rigged up a Franklin runabout, fitted flamges to the wheels and operated this end of the road between Brownsville and the bridge.

The train consisted of two flat cars, on which we hauled passengers and baggage, 'She' gave excellent satisfaction as a railroad engine and made better time than the regular trains over the same road."

In the picture the revamped car is shown pulling but one of the flat cars although the number of men visible would seem to indicate that there are two or three flat cars behind the sturdy little locomotive, as the Franklin became for the time being.

In Omaha, Nebraska, about 1910, a good Saturday night barroom brawl was a ticket for a free ride in one of these two luxurious paddy wagons. Well worth a couply of black eyes! To quote Chief of Police J. J. Donahue, "The cars have given us uninterrupted service of the best kind....as they will carry a full complement of passengers to any part of the city....no matter how steep the hills."

The Editor recalls that during a trip to California about 1915 (Yes, in a Franklin) he inspected an early biplane in Southern California that had been built by Silas Christofferson and powered with a six cylinder Franklin engine, a 1909 H, we think. We have been unable to secure a picture of this interesting forerunner of Doman's WACO. Perhaps some of our California members can run down a good picture and possibly a story for later publication. How about it, W. Everett Miller?

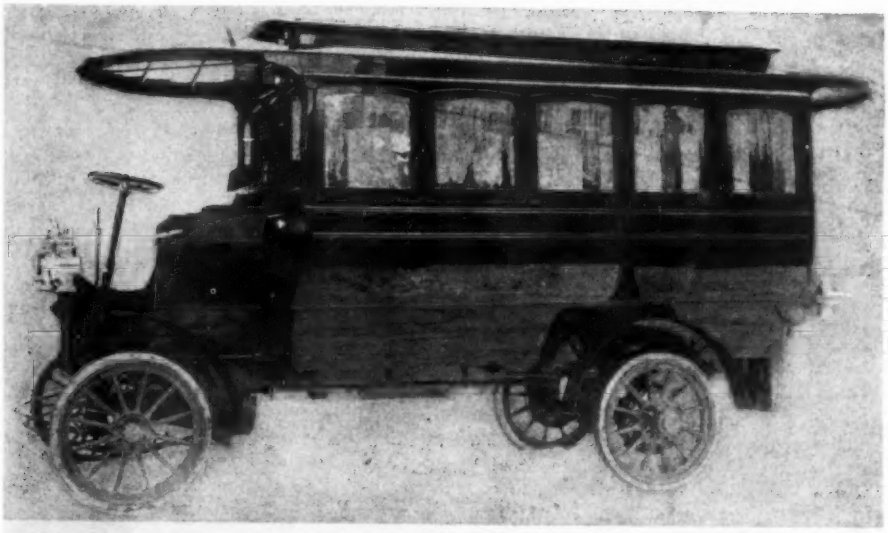
During a later western trip by the Editor, this time under the auspices of the U. S. Army, we inspected briefly (Conditions of the moment were not conductive to accurate study) two Japanese light tanks that our outfit had snagged. These were powered with what appeared to be Franklin engines of the early 30's. A comment to Carl Doman brought this interesting reply. "I worked with the Japanese through Frasar and Company in New York. The Japanese government bought many Franklin engines and later put them into production. They found, however, that the engines would not run. In copying the camshaft, they made a serious error. Later, however, they found the mistake, made new camshafts, and the engines operated satisfactorily. The engines would have been the Series 14 or Series 15 manufactured by Franklin in 1929 to 1930."

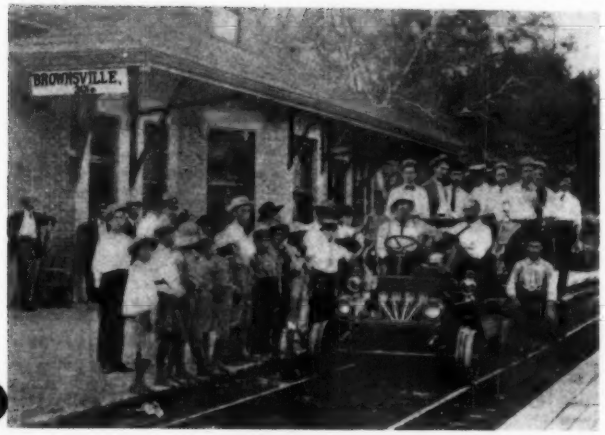
Member Ed. Landmichl has been around Franklins for more years than he can remember. He not only drives them normally but has also made them pay their way in other manners. Here are two of his cars doing duty at various periods as sawmills. To contemplate for a moment the inexorable passage of time—the curly headed lad near the wheel arrived home safely last December—from Korea.

Another Member who has spent almost a lifetime under the spell of Franklins, Earl Buchman, devised this highly efficient tractor, snowplow and general work horse from a Series 10. It is here shown keeping the roads clear around the grounds of his beautiful home in Ohio.

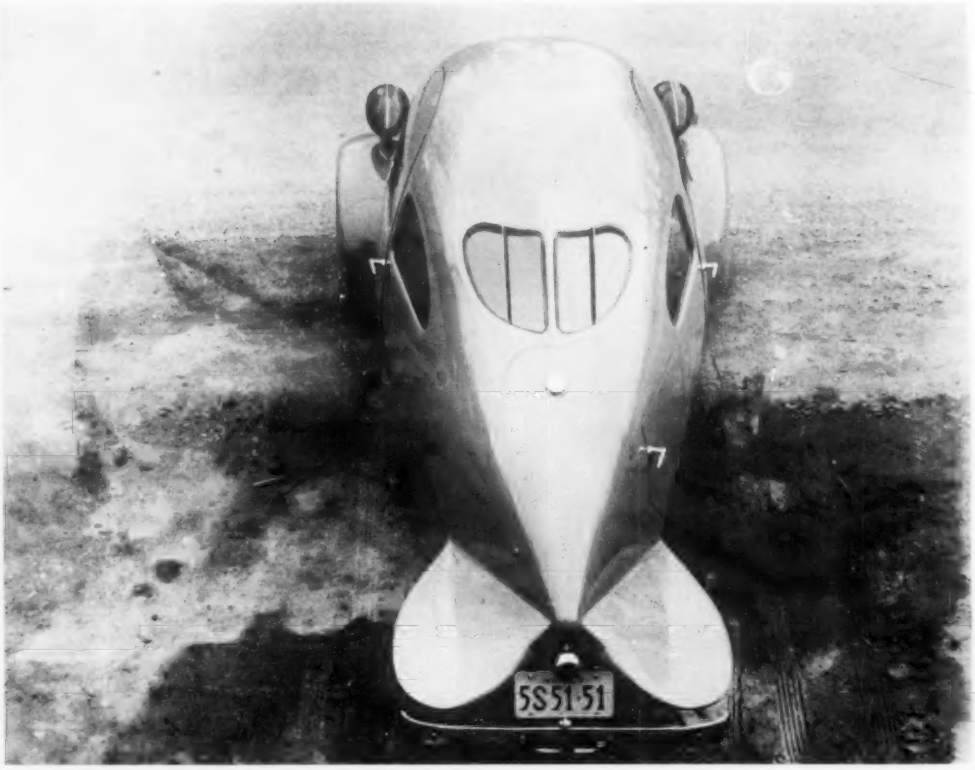
This Franklin bus operated around the streets of Washington in the early 'teens. We do not know who made the body. The chassis is apparently a 1910 truck.

This Franklin "locomotive", a 1905 model, operated briefly in 1909. Quoting a Mr. Everson of Brownsville, Texas in 1909- "The town of Brownsville, Texas, is connected with the world by the St. Louis, Brownsville, and Texas Railway. On the ocassion of recent floods in that part of the country, the town was cut off, when the flood washed away a large bridge about forty miles north of Brownsville, and all the railroad rolling stock was north of the break.




BROWNSVILLE.

. . . . it might have been



SPARE PARTS

FRONT COVER: The Clinic

INSIDE FRONT COVER: Best in Show, Earl Buchman's 1909 Model H

INSIDE BACK COVER: Idol Worship

BACK COVER: One of a series of Anniversary Advertisements

The 1903 advertisement in the last issue was sent in by member Jivon Gronigen of Holland

ANOTHER SPEEDSTER

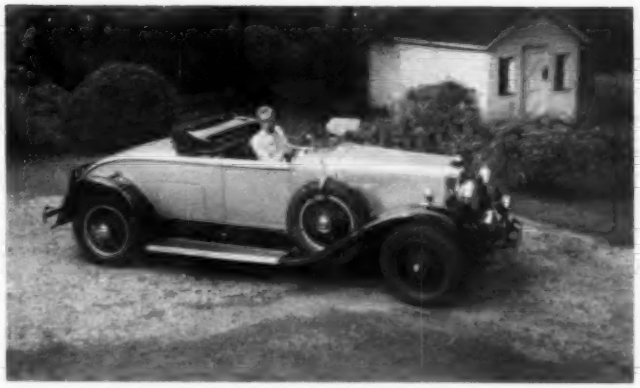
This one, on a 1932 chassis, is the work of member Joseph De Lorenzo of Pompton Lakes, New Jersey. Unfortunately we do not have any details on this car but present it as an exceptionally fine example of this increasingly popular way to rescue a good Franklin when the body is past reasonable limits of restoration. If more members have borderline cars and are interested in this idea no doubt both Mr. De Lorenzo and Mr. Oscar Springer would be willing to give some information and advice.

CHRISTMAS IS NO LONGER FAR AWAY

Some Club jewelry or the emblem might be a good idea.

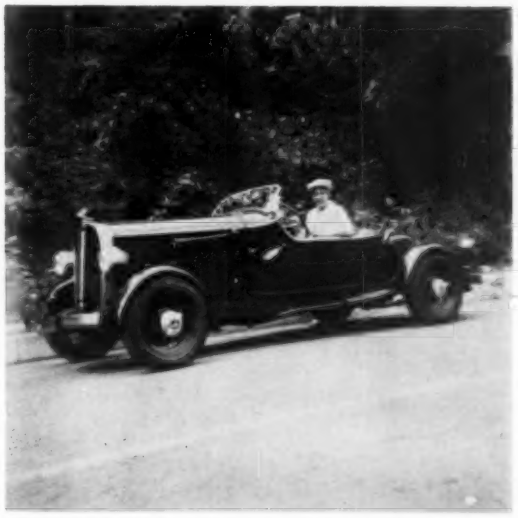
Why not write to the Secretary about it?

Stanley D. Wilkinson, Jr., 1826 Greeg Street, Philadelphia 55, Pennsylvania.



TIME MARCHES ON

We had cherished the bright idea of printing these two pictures on a "guess who" basis, one at the front and one at the back of the magazine, but our printer coldly reminded us that one of the headaches of a publisher is that no one reads a magazine in just the order he prints it. So...here we go. Both depict a well known HHFC member, Fenton Meredith, one in his first car, the other in his latest. You will note that both are taken at the same spot, about thirty years apart. We note a considerable improvement from the "early De Causse" front and the improvement in both design and size of the birdhouse is remarkable. Some *change* can also be detected in the driver.



GOOD QUESTION

The remarks of outsiders are always a source of amusement or of irritation to the old car clan, depending upon the individual's temperment. We have heard most of the standard issue remarks but think we have come up with a new one.

My son and I rented garage space in another part of town to restore our 1912. We invariably arrived for work in an old and not to clean Jeep. A neighbor, whose garage faced on the same areaway, watched us with tolerant interest for month after month, then finally one night, he came over to visit a bit, asked a good many questions and then came forth with this gem; "I've been watching you two work for over a year, hasn't it ever occured to you that you could buy a car for the money and time you are spending on this thing?"

CLASSIFIED SECTION

Henry C. Courten, Editor
Box 775, Palmdale, California

Classified advertisements are free to members, subject to available space. Advertisements from non-members may be accepted, without charge, at the discretion of the Classified Editor. Illustrated advertisements may be accepted if accompanied by a clear glossy photograph and a check for $4.00.

Members are reminded that misrepresentation in advertisements may result in their being dropped from the Club rolls. They are further reminded that the publishing of their advertisements entails an obligation to the Club to answer all resulting inquiries.

LEADS

Four six cylinder engines, one transmission and differential. Models unidentified as yet. Herbert Gartzke, 606 2nd Avenue, Iowa City, Iowa.

***

1931 Franklin, good running condition, new brakes. S. John Bloch, Wolf Square at Fowler Street, Cincinnati 6, Ohio.

***

One 1929 and two 1930 Franklins for parts, located at Brewerton Auto and Truck Parts, Brewerton, New York. Sent by J. E. D. Brown.

***

1929 Franklin Sedan, running, needs new top, upholstery and paint. MacPhersons Auto Wrecking, Box 51, Lancaster, California.

***

1927 Franklin Sedan, needs paint touch up, good condition. Arthur,E. Jones, Box 179, Saugus, California.

***

1929 Model 135, 4 Door Sedan, well restored. $500.00. Wolf Motor Corporation, Tonawanda, New York.

***

1932 4 Door Sedan being broken up for parts. Steering gear missing. Bill Martens, Auto Wreckers, 3035 Union Road, Cheekstowaga, New York.

***

1928 Franklin Speedster, good running condition, little milage since overhaul. Top, interior and paint in poor condition. Rare body. Part of estate. Stephen S. Terror, 3263 Dorchester Avenue, Los Angeles 32, California.

***

1928 Franklin Sedan. Licensed and in good condition. Mrs. Corlyn Stowell, Rt. 1, Bemus Point, New York.

WANTED

Pictures of any open model Franklin and information to aid in restoration of 11A Boattail Roadster. Will swap Series 10 owners manual for lion ornament. Max Crask, 6335 Graham Road, Berkley 21, Missouri.

***

For 1926 Victoria - 2 headlamp reflectors, rim for left lamp, clock, speedometer, engine parts and instruction manual. Alva W. Davis, Box 98, Mammoth, Arizona.

***

Bird ornament for 1933 or 1934 Franklin. T. G. Dickinson, 2229 McClellan Parkway, Sarasota, Florida.

***

Trunk and spare tire covers for 1931 Airman Victoria. C. E. Edwards, 1140 Manhattan Beach Boulevard, Manhatten Beach, California.

***

Touring car, 1925 to 1934. Have pair of Series 11 - 12 headlamps for sale. G. J. Burrer, 815 O'Brien, Monroe, Michigan.

***

Instruction manual and Ryan lights for 1929 Model 135. Frederick Kolbe, 40 Indian Hill Road, Winnetka, Illinois.

***

WANTED: Service, instruction, parts and interchange manuals at reasonably prices for Club Library. Contact Classified Editor.

***

Pre 1911 unrestored Franklin in far West or New York area. Hank Courten, Box 775, Palmdale, California.

1928 Franklin horn button. Will swap hub caps, manuals, parts 1907 - 1933, ornaments for similar Stutz items. A. K. Miller, West Topsham, Vermont.

***

Good front fenders, valve oil distributor line assembly complete, inside door handles, door weatherstripping for 1933 18B Olympic. Also need pull-wind New Haven mirror clock. C. W. Millard, 8014 Keyes Avenue, Cleveland 4, Ohio.

***

Trunk for 1930 Model 147 limousine. Will sell collection of 124 old car advertisements 1903 - 1906 for $10.00. List on request. Glenn H. Darling, 307 West Bridge, Austin, Minnesota

***

1909 or 1920 Franklin Touring in good running condition. A. D. Grant, D.D.S., Claverack, New York.

***

1931 - 1932 Touring body complete. Otto S. Ras, 73 View Street, New Haven, Connecticut.

FOR SALE

1931 Series 15 4 door sedan. Sloping windshield, mechanically good, excellent tires. Upholstery needs cleaning and minor repair. Needs paint. Will deliver for expenses. Price $200.00 W. Chapin Condit, 16 Wayland Drive, Verona, N. J.

***

1932 4 door Delux Club Sedan, extra wheels and tires, extra set of new cylinders and pistons. Also Franklin parts. Herbert Briggs, 1337 South Palamores Street, Pomoma, California.

***

For sale or prefer trade for 1923 or earlier. 1926 Victoria, body very good, new tires, needs upholstery, give or take difference in trade. Pictures to interested parties. Alva W. Davis, Box 98, Mammoth, Arizona.

***

Parts for 1929 - 1930. Engines, front and rear ends, Clutches, transmissions, generator, starter etc. E. J. Parker, 1011 W. 7th Street, Plainfield, New Jersey. Plainfield 6-4922.

***

Series 10B, 4 Door Sedan recently fully restored, rechromed, new tires, wood wheels, yellow body, black fenders, gray pinstripe upholstering, new top. $495.00. Sy Morris, 1208 Leeper, South Bend, Indiana.

***

Series 12A Sedan, was in running condition but is missing distributor, starter, carburetor and generator. Gas tank pressure pump guage, dash oil pump from 1912. 8 Day Minot rim wind, rim set dash clock. C. W. Millard, 8014 Keyes Avenue, Cleveland 4, Ohio.

***

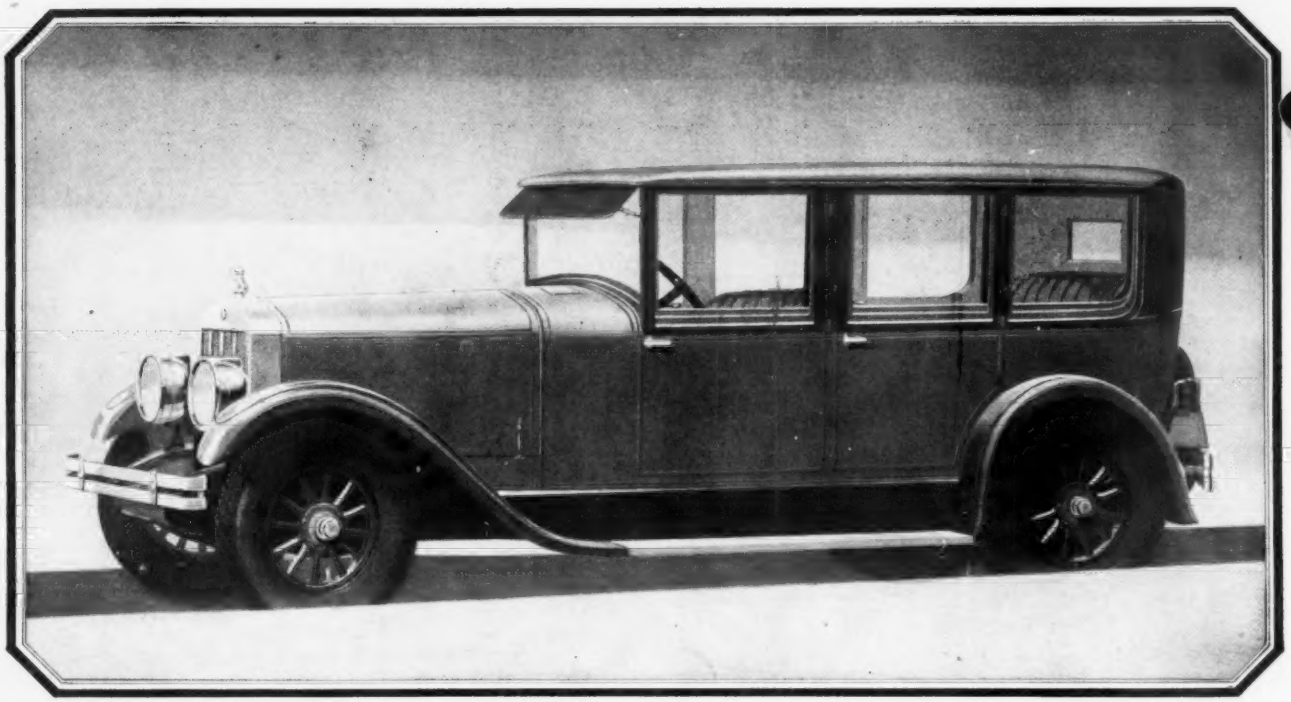
1908 Roadster, minus brass, $1000.00. 1907 Model D Touring complete, needs differential gears. Would like to obtain gears. Neil C. Ensworth, Canaan, New York.

***

1932 Raceabout, 17 inch wheels. $650.00. 1927 Sedan, 1929 Sedan, 1930 Brougham complete or in parts. Have large selection of parts. Wireing diagrams, any model, $5.00. Want old license plates, emblems and screw type hub caps. Joseph De Lorenzo, Pompton Lakes Auto Wreckers, 122 - 140 Cannon Ball Road, Pompton Lakes, New Jersey

SEE YOU AT SYRACUSE

Franklin



The 25th Anniversary Franklin

This great car is the climax of the Franklin policy of always keeping ahead

ON VIEW AT ALL DEALERSHIPS. *Now offered at the most favorable price in Franklin history, with a special 25th Anniversary Easy Ownership Plan also available.*

FRANKLIN

FULLY EQUIPPED F.O.B. SYRACUSE, N.Y. COUPÉ NOW $2490—SEDAN NOW $2790 OTHER TYPES IN PROPORTION